



Tall ships —

HMS Brazen, seen here (right) with the Colombian Navy Training Ship "Gloria", was guardship for the finale of the Tall Ships Race at Liverpool (see also page 3).

Picture: LA(Phot) Dave Coombs

— tall orders

CAPT. Robert Metcalfe, RM (left) establishes a new world record for the highest abseiling ascent up a building — the 1,465 ft. CN Tower in Toronto, Canada. He was part of a Royal Marines team that also beat the record for a descent, working down from the world's tallest free-standing building (see also page 12).

Picture: PO(Phot) Ash Amliwala



Links of Iron

HMS IRON DUKE, fifth of the Type 23 frigates, entered the Hamoaze at Plymouth for the first time as her sister ship HMS Lancaster sailed out in the opposite direction, en route to a trials programme in the United States.

Built by Yarrows and launched in March last year, Iron Duke begins two years of trials and sea training, as a member of the Ninth Frigate Sqn, at Devonport. She is named after the first Duke of Wellington, whose nickname was the "Iron Duke."



GULF GONGS- NET WIDENS

MEMBERS of ships' companies involved in hazardous mine clearance work after the Gulf War ended, but who did not qualify for the Gulf Medal, are among those now to be awarded the General Service Medal with clasp "Kuwait".

The GSM, with clasp "N. Iraq and S. Turkey", will go to personnel, including many Royal Marines, who took part in the Operation Haven relief work among the Kurds.

Personnel eligible for the GSM for service in Kuwait and the Northern Gulf include those who served in Mine Countermeasures Group 8B between March 8 and Aug. 1 1991 in HM ships Brecon, Bicester, Brocklesby, Dulverton, Hecla, Ledbury, RFA Sir Galahad and Naval Party 1037.

Moves to obtain recognition of hazardous service after the end of the war continued on a Tri-Service basis following announcement last year of the qualifications for the Gulf Medal. Only last month there was a letter in Navy News about it from a senior rate.

The new announcement outlines the several specific groups of Service and civilian personnel eligible for the GSM within the general qualification of service of 30 days or more continuous.

● Turn to back page

'Safe Haven' peace award

HUMANITARIAN work aiding Kurdish refugees in the aftermath of the Gulf War has gained the 1991 Wilkinson Sword of Peace for 3 Commando Brigade Royal Marines.

The brigade joined an international effort to deliver aid supplies to refugees dying on the snow-covered mountains on the Iraq-Turkey border, and to set up and secure temporary safe havens for them in the valleys of Iraq below.

The award has been presented annually since 1966 to the unit in each armed Service judged to have done most in the year for humanitarian efforts. It goes to the brigade on behalf of all its supporting units that took part in the Operation Haven relief operation.

● The RM parachute competition team are going for gold in China this month, when they represent Britain in the world parachute championships of canopy relative work. This involves eight men joining up and flying a formation in the fastest possible time.

CARING CARDIFF

AS Navy News went to press last month HMS Cardiff was bringing relief to the Bahamian island of Eleuthera, devastated by Hurricane Andrew. Wrens joined parties taking food and medical aid ashore and restoring power and water after a survey by the Type 42 destroyer's Lynx helicopter showed up the areas worst hit by the 160 mph winds.

WHAT A LOT OF BOTTLE!



LIQUID propulsion helped Cdr Paul Morris steal the show when he inspected training divisions at HMS Collingwood.

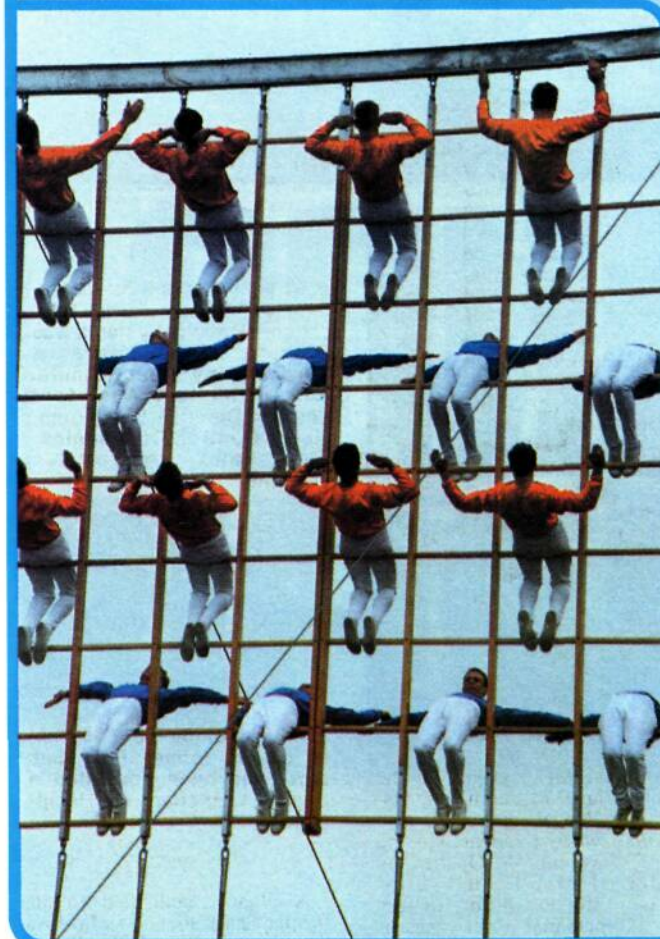
The Mechanic Training School had invited classes from other schools and a platoon of civilian employees to wear fancy dress and their Commander, not to be outdone, arrived on the parade ground resplendent in Biggles flying gear — and a bottle-shaped replica of a famous vintage car.

The original Freixenet wine company motor was destroyed in the Spanish Civil War and the replica was built to celebrate the firm's centenary in 1989. It was loaned for the day by Direct Wine Supplies of Hertford.

Meanwhile Princess Anne was visiting Collingwood's Resource and Initiative Training Centre at Talybont, Wales — where Wren Weapon Engineering Artificer apprentices showed their bottle, too — taking charge of their male colleagues in pre-leadership tasks.

The Princess was later presented with a cheque for £260, raised by Collingwood personnel for the Save the Children Fund.

Sultan's ladder to all high designs



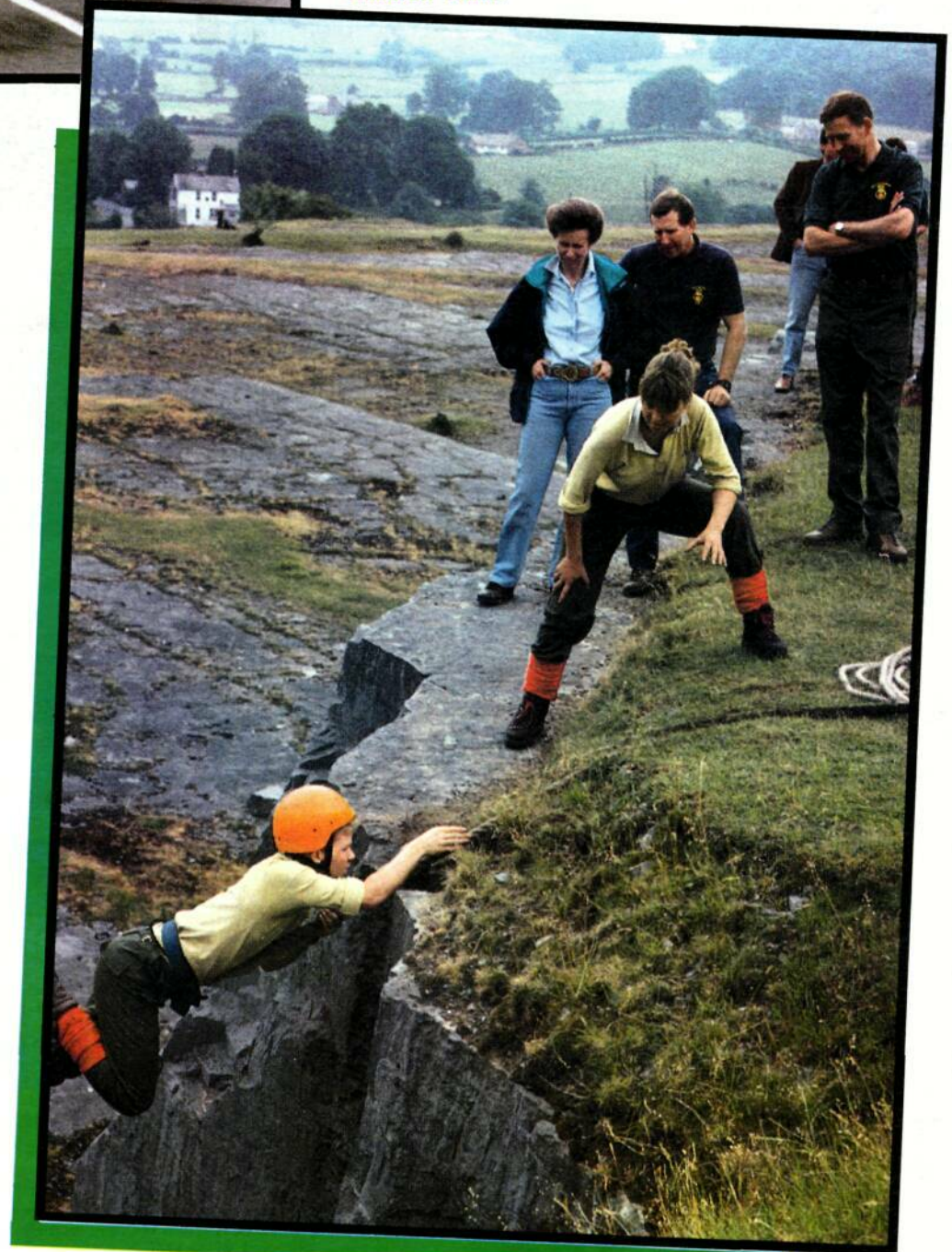
HMS Sultan's window ladder display team — 35 male and female Marine Artificers from 912 class — have this year revived a tradition last seen in 1985.

Premiered at the marine engineering school's summer show, their routine featured 210 precise movements, each needing a high standard of gymnastic ability, performed to music 60 ft above the ground.

The display originated as a form of Swedish physical training and was once performed at events like the Royal Tournament on a frame or "skate" suspended from the ceilings of an indoor arena.

Sultan's rig was designed and developed at HMS Ganges in 1965 and the 1½ ton outfit will travel to tattoos, county shows and resorts all over the country. The team have also been invited to appear abroad.

Photo: Lieut.-Cdr. Nigel Huxtable



King Fahd honours 'Those who stood with us'



CDRE. Chris Craig, Senior Naval Officer Middle East during the Gulf War, led a group of six RN officers and ratings chosen to receive the first Saudi Arabian Liberation of Kuwait medals awarded to British Forces.

They were among 19 Servicemen and women who attended the presentation at the Saudi Embassy in London as representatives of the 45,000 Britons who took part in the campaign.

The medals were presented by the Ambassador, Dr Ghazi Alghosaibi, who said: "It is a gesture of friendship — to all those who stood with us in defeating aggression."

The other RN recipients seen here with Cdre. Craig were (left to right) LWREN DSA Karen Calderbank (HMS Warrior); AB(MW) Ian Gearing (HMS Dryad); Cdr.

Tim Stoneman, who spent the war as liaison officer to an American admiral; Falklands veteran CPO MEM(M) Allan Bagnall, who served in the Gulf in HMS Cardiff and Cdr. Philip Wilcocks, whose destroyer HMS Gloucester's helicopters destroyed seven Iraqi war vessels.

Saudi medals for others who qualified for the British Gulf War medal, with the clasp 16 Jan to 28 Feb 1991, will be issued later by the Ministry of Defence. Each will be accompanied by a copy of the authorising decree issued by the Custodian of the Holy Mosques, King Fahd.

Praise for Brilliant fire team

FIVE members of HMS Brilliant's ship's company have received their Commander-in-Chief Fleet's Commendation for their part in fighting the Mercs Horana fire in the Gulf earlier this year.

The 4,300 tonne merchantman put out a mayday as flames spread from her engine room and by the time the Type 22 frigate's team arrived a fireball had engulfed the superstructure.

Working in the dark, in searing heat and dense, acrid smoke, Lieut.-Cdr Dominic Nelson, CCMEA(M) Eves, PO-MEM(L) M McNamee, POPT P Anderton, PO(M) P Harris and MEM2 A Horton worked through the night to beat the blaze.

A relief team, moving through a complex and waterlogged area in the early hours of the morning, breaking down doors and bulkheads, was frequently forced back by fires spontaneously reignited.

Fieldhouse memorial

A bronze bust of Admiral of the Fleet Lord Fieldhouse is to be placed in the Falklands Gardens at Gosport following an appeal for £8000 by the Mayor, Cllr. Mike Russell.

A star to steer her by



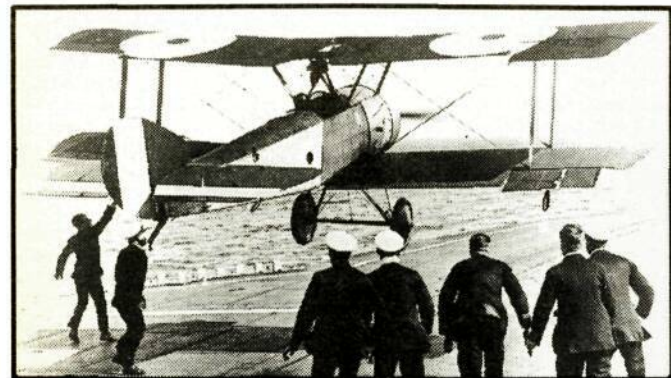
NOW the brightest star of the Ukrainian Merchant Marine, the former Soviet training ship *Tovarishch* was among the Tall Ships visited by the ship's company of HMS Brazen, at Liverpool for the finale of the 500th anniversary of Columbus's voyage to America.

While Kadets Mishin (left) and Salosozhar were quick to make a comrade of WRO Faith Williamson, the Type 22 frigate, flying the flag of Flag Officer Plymouth Vice Admiral Sir Alan Grose, provided the guard leading the parade through the city, watched by 10,000 spectators.

The winners' medals were presented by the King and Queen of Spain and the next day over a million people watched the Grand Parade of Sail, the culmination of the four month Tall Ships Race from Cadiz across to Tenerife, Puerto Rico and New York. While berthed on the Mersey as guardship, HMS Brazen received 1,500 visitors on board and hosted a wide variety of official functions.

Picture: LA(Phot) Dave Coombs

How Dunning proved it could be done



A SOPWITH Pup bi-plane took pride of place on the flight-deck of HMS Ark Royal during Portsmouth Navy Days, commemorating the historic event, 75 years ago, when Cdr. Edwin Dunning landed his aircraft on the deck of HMS Furious, steaming at 20 knots in Scapa Flow — the first ever successful deck landing on a ship underway at sea (see left). Dunning was killed attempting the same trick five days later.

The tiny Pup, from the Fleet Air Arm Museum at Yeovilton, a famous fighter aircraft of the First World War, parked alongside the now equally-renowned Sea Harrier jump-jets, part of HMS Ark Royal's present complement of aircraft.

Heavy call-out recorded

EMERGENCY call-outs by the Search and Rescue aircraft of 819 Naval Air Squadron at HMS Gannet, Prestwick, have already topped the one hundred level this year.

Statistics show 19 mountain rescues, 27 maritime and 20 coastal, 28 medical evacuations and six air incidents, with an average launch time of 6 minutes by day and 25 minutes by night.

The Sea King helicopter, with its crew of two pilots, an observer, aircrewman and medic, are on standby 24 hours a day, 365 days a year. Their area of operations covers from Fort William in the north to the Isle of Man, extending 200 miles out into the Atlantic Ocean.

Eyes on the Adriatic

HMS Gloucester left Portsmouth at the end of last month for monitoring duties off the coast of what was formerly Yugoslavia. HMS Andromeda was relieving HMS Avenger in the Adriatic, pending the Type 42 destroyer's arrival.

Coventry dates

TWO sad anniversaries for HMS Coventry will be marked at Coventry Cathedral on September 12 — the sinking of her immediate predecessor in the Falklands War and the loss of the fourth ship of the name in the Mediterranean in 1942.

The Coventry Old Hands Association will be holding a memorial service — but operational commitments unfortunately mean the Type 22 frigate's ship's company will be unable to attend.

She is now worked up following basic operational sea training at Portland and plans to renew her close links with the city when she returns from the Western Atlantic later this year.

Bridport in the water

HMS Bridport, fifth of the Sandown-class minehunters, was sent down Vosper Thornycroft's slipway, at Southampton by Lady Hill, wife of Vice Admiral Sir Robert Hill, Director General Submarines.

Constructed of glass reinforced plastic, the 470 tonne vessel is fitted with automatic ship positioning equipment and carries a computerised command system to co-ordinate her complex minehunting operations.

Her immediate predecessor in the class, HMS Walney, was handed over to the Royal Navy last month.

Ticket touts at Tamatave

HMS Chatham's official reception in Tamatave was held in a torrential rain storm — but nothing could dampen the locals' enthusiasm for the first Royal Navy ship to visit Madagascar for half a century.

Over 300 British sailors and marines died when British forces invaded the islands — then occupied by Vichy French forces — in 1942, but past troubles were long forgotten in the warmth of a welcome described by the Type 22 frigate as "overwhelming".

Open Day on board was an all-ticket affair, with 1,000 invitations eagerly snapped up — and some rumoured to be changing hands for large sums.

Soccer and rugby matches against local teams brought capacity crowds, with honours evened by the local gendarmes — who proved skilled at volleyball — while members of the Ship's Flight took themselves off to a prison to repair a wooden roof in one of the accommodation blocks.

A wreath was laid at the war cemetery near Diego Suarez, where the attack of 50 years ago took place, by the Chatham's commanding officer, Capt. Anthony Hogg.

IN BRIEF

Renown renewed

HM submarine Renown will conduct a rededication ceremony at Rosyth on Nov. 21 to mark the end of her four-year refit and the final commissioning of a Polaris submarine.

Lady Healey, who launched the submarine in 1968, will be guest of honour. Anyone wishing to attend should apply to Lieut. Phillips, HMS Renown, Rosyth Dockyard (Ext. 63653).

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WHEN HMS Ark Royal visited Gibraltar she welcomed aboard ship trainees from St Bernadette's Occupational Therapy Centre for a tour of the ship.

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A ROYAL NAVY diving team from Rosyth Naval Base is to help with a project aimed at locating and raising the wreck of Charles I's treasure boat, carrying plate, coins and gifts, which is believed to have lain in the Firth of Forth for the past 359 years.

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MEMBERS of the Batti-Wallah's Society, an organisation for professional engineers who served in either the Royal Navy or Merchant Navy, visited HMS Collingwood in Fareham.

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TWO ex-Navy Warrant Officers, Derek Mustchin and Tony Fry, forged a link with their past when they were commissioned to build the new gates for the Submarine Museum at Gosport.

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A NEW tri-Service headquarters for Defence Fixed Telecommunications Systems was opened at Basil Hill Barracks, Corsham, by Rear Admiral Rob Walmsley, Assistant Chief of Defence Staff, Command Control Communications and Information Systems.

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A MEMORIAL Service will be held at Bari Commonwealth War Graves in Italy on 21/22 November. Details from the Honorary British Consul, David Gavan, at Via Montenegro 19, 70121 Bari, Italy.

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ADMIRAL of the Fleet Sir Henry Leach, former First Sea Lord, has been appointed a Deputy Lieutenant for Hampshire.

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A plaque, dedicated to all former Sea Cadets — who lost their lives in World War II has been unveiled at Sea Cadet Headquarters. The ceremony was attended by about 40 ex-Bounty Boys and their wives.

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THE Heron Theatre Club of RNAS Yeovilton has won a clutch of awards in the Theatre Festival organised by the Somerset Community Council Fellowship of Drama.

Baltic bonding

VISITS to a variety of Baltic seaports feature in programmes for two NATO Standing Naval Forces, Atlantic (STANAVFORLANT) and Channel (STANAVFORCHAN).

The former, a force of eight ships led by the cruiser USS Harry E Yarnell, with HMS Andromeda the Royal Navy member, called at Tallin and Stockholm last month.

STANAVFORCHAN, with flagship HMS Hurworth, HMS Cattistock, and six other NATO MCMVs, will this month be visiting Gdansk, Klaipeda and Helsinki. In early October they call at Riga.

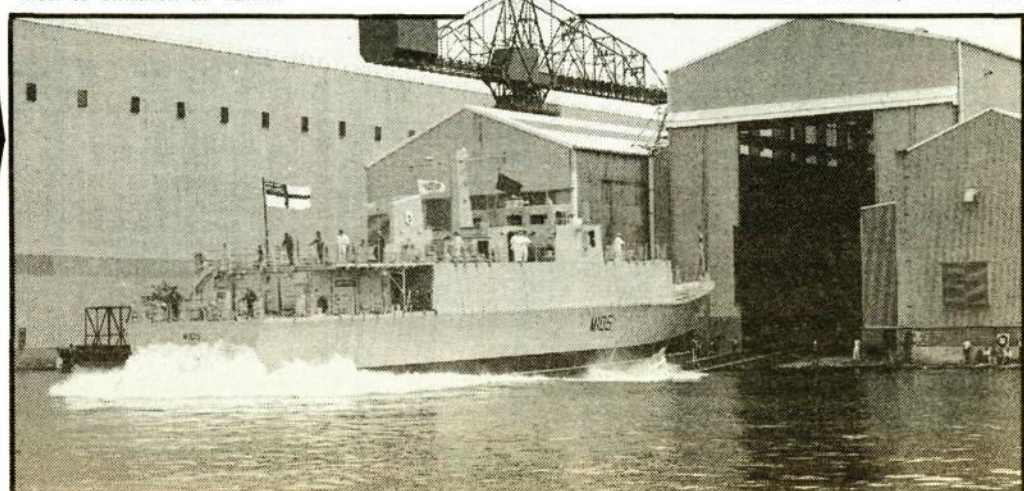
The Baltic visits are part of NATO's programme for military co-operation activities at all levels with non-NATO partners of the North Atlantic Co-operation Council as well as goodwill visits to non-aligned nations.

The Force had earlier been together on a visit to Portsmouth (see page 28). Andromeda left her home port carrying 500 cuddly toys and two truckloads of clothing for distribution to children at Tallin.

Voices of Malta

"MALTA GC", staged at the Royal Naval Museum of Portsmouth's Naval Base broke new ground when it opened to the public last month. Opened by Admiral of the Fleet Lord Lewin, the exhibition majors on the personal experiences of men and women who actually made history during the siege by Axis powers in the Second World War.

Their memories have been recorded on tape by the Museum's oral historian Dr Chris Howard-Bailey and from the basis of the exhibition which has just returned from the Island's Maritime Museum in Vittoriosa.



Plans all set for Ops/WE merger

THE Navy Board has approved the merger of the Operations and Weapons Engineering branches to establish the Warfare Branch. The new branch will be formed from September 1993 with the first recruits entering HMS Raleigh and subsequently going to sea in their first sea draft, in mid 94. The Warfare Branch Implementation Team are publishing detailed information to provide the background and way ahead for individual Ops branches and everyone should study the detail closely, especially if considering advancement.

Ships and submarines will gradually change over to WB organisation at build, refit and DED between 1994 and 2001. It is not planned to convert LPDs, Leanders/Type 21s, Type 42 Batch 1, Type 22 Batch 1, Polaris or "O" Boats.

As the new branch develops volunteers will be taken from existing branches, both Ops and WE, for cross-

training courses to meet the service requirement. Senior Ratings will not be required to cross-train but some Leading Hands will. Those not selected for transfer will however still be able to progress their career within their current branch via the present advancement and promotion system. The new branch is, of course, open to all Wrens with a sea-going commitment.



"We think this specimen will meet your demands!"

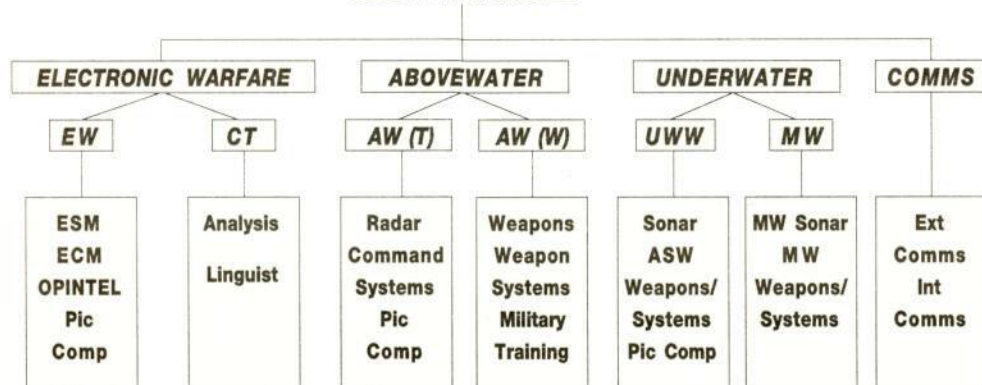


Drafty

... on the Ops branch

Shown below is the future sub-branch organisation for the surface fleet.

WARFARE BRANCH SURFACE



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The reduction in requirement for some Operations branches has led to the general lengthening of Advancement rosters, although most remain Intermediate at present. To prevent unnecessary over training and "skill fade" some delays in drafting to qualifying courses can be expected. As a

general rule personnel will be drafted to qualifying course in Basic date order from the top of the roster. Some Estimated Relief Dates (ERDs) will be adjusted accordingly. The message is clear — if you want to get ahead then complete your Task Books now and get the recommendation to sit the WPE as soon as possible.

CAMBODIA CALLING

Senior ratings are still required to volunteer for duties with United Nations Forces in Cambodia. Much information was contained in the June edition of Navy News, — the second tranche will depart in November/December for six months and their reliefs will be drafted to depart in May/June. A rewarding and important task, with some financial benefits. If you are interested see Centurion's signal 121440z June 92 for further details and submit a C240.

THE OPS TEAM

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Office Manager and Regulators Drafting
S/MW/D/PT Drafting Officer
S/MW/D/PT Drafting Desk
M/EW/SEA Drafting Officer
M/EW/SEA Drafting Desk
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Correspondence Desk

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— CPOWTR Brian Beris Ext 2497
— Lieut.-Cdr Mike Linfield Ext 2453
— POWWTR Pam Miles Ext 2441
— Lieut.-Cdr John Beavis Ext 2454
— POWWTR Penny Dymond Ext 2284
— Lieut.-Cdr Bob Villier Ext 2452
— POWWTR Dell King Ext 2496
— Lieut.-Cdr Peter Young Ext 2457
— POWWTR Leah Mail Ext 2450
— WTR Dave Garner Ext 2497

Since the last article we have said farewell to CPOWTR Tom Finnie, Reg drafting and DI's Man Friday and CWWTR Anne John, Comms, Tel and CT's. Good luck to both in Sultan and civvy street respectively. Welcome to CPOWTR Brian Beris and POWWTR Dell King.

KEEP UP TO DATE

For the Ops Branch Drafting Team, life on the second floor of Centurion is as busy as ever and with present rapid changes in the manpower world there is one clear message to all our customers — keep Drafty up to date with YOUR preferences. There has seldom been a more important time for the Divisional System to be well oiled and running at full speed and the importance of good divisional work cannot be over emphasised. This is highlighted in this months topics which concentrate on how to help drafty get round pegs into round holes.

Looking to the immediate future the announcement that a further call for redundancy for 700 ratings to leave the service has been made, the categories required have been published in DCI 194/92 so if you are on leave make sure you look at this on your return to duty, if you have not already identified that your category is involved.

ADQUALS up-date

Drafty does not have a motto, although some of our customers keep suggesting one or two, but if there was one it could well be "I do not draft by ADQUAL". Strictly speaking, it is the Rating that is drafted, NOT any particular ADQUAL that he or she happens to hold. Of course in the real world Drafty does take account of the ADQUAL requirements on Schemes of Complements (SOCs), some of which are clearly essential, but also tries to make sure that wherever possible ratings with all the required ADQUALS are placed in the appropriate billets. Drafty must take into account all drafting factors, not least the individual's preferences when deciding on a drafting plan, otherwise some could end up non-preference continually, simply because they hold a particular ADQUAL.

SOCs show the ADQUALS authorised for any particular billet. Note that important word "authorised" — the message is if it is not on the SOC then the ADQUAL is not authorised and Drafty is not allowed to draft a rating to a course. Although both sea and shore billets may carry ADQUALS, Drafty is only allowed to draft ratings to Pre-Joining Training (PJT) for billets on SEA SOC's. There is no allowance for PJT drafting for shore SOC's. The rule for shore billets is that ADQUALS, not held, but shown on the SOC must be gained once the rating has joined. The only exceptions to this rule are for certain designated NATO shore billets.

It is the units responsibility to ensure that the SOC is correct and truly reflects the requirement. When did your Departmental co-ordinator last check? It makes drafting much easier if the ADQUALS on SOC's are correct, necessary and reviewed regularly. Too many SOC lines require ADQUALS that are no longer valid and in some cases those for which courses no longer exist.

Do you know what ADQUALS you hold? They are listed on the back of your last draft order, some carry civilian certification which may be of value in your second career; if you have done a course and it is not shown, your DO should check with the parent establishment and ensure the paperwork is raised to Centurion. You know the old saying, "The job's not finished until the paperwork's done."

In this case the "paperwork" is rendering to Centurion a C171 or C173. Both forms allow input of the award of an ADQUAL: C171 for individuals and C173 for multiple listings i.e. a class of ratings.

Requirements

At the moment Drafty particularly needs more Operations Branch ratings with the ADQUAL:

NAVIGATOR'S YEOMAN. Usually Radar Able Rates but any Able Rate male or female with a sea liability can apply. LS(R)s note that Type 23s are now complemented for LS NAV YEO and if you are an AB with a "small-ship preference" then the AB(R) ANV YEO billet could be for you. Navigator's yeoman duties often carry "Blue Card" status. Let Drafty know by C240 if you are interested.

SHIP'S DIVER. Volunteers required from all categories. Your ship or establishment can make all the arrangements so see your Diving Officer. WRNS may also apply.

INFORMATION TECHNOLOGY (IT). There are a growing number of jobs ashore needing one of the many IT ADQUALS. If you complete one of the IT courses i.e. Fundamentals of Computing (AFUOSPVW) make sure a C171/C173 is sent to Drafty.

Small change

Are you mature and responsible and looking for a demanding, challenging and rewarding job? Then why not volunteer for small ships? If you enjoy working in a close-knit community with like-minded individuals and relish added responsibility this could be for you. If you have what it takes see your DO and submit a C230. Your DO however must take note of the questions at Section G and confirm that, in his opinion, you are well suited to the special environment of small ships. It is the DO's recommendation which counts, so DO's. Please take care when completing your comments on the DPF, you could be doing the service a great favour by recommending the right man.

Video

The new Drafting Video is now available from the RNFC, entitled 'Information Received' it presents an excellent overview of drafting matters relevant to all our customers. Have a look — you may well be better informed and achieve that longed for 1 PRE draft. It is also particularly appropriate for Divisional Officers and Senior Ratings.

Sideways look

Detailed rules for branch transfer are set out in DCI 124/92. A point to remember is that transfer to another branch will only be approved if the strength (number) in that branch does not exceed the "authorised number" allowed by the Ministry of Defence. Personnel requesting transfer should take into account that, in the present climate, substantial delays may occur for branch transfer to the Seaman, Communica-

tions Technician, Physical Trainer, Regulator, Photographer and Aircrewman branches which are now up to authorised numbers. Personnel requesting transfer to these branches should continue to progress their careers in their parent branch until accepted for transfer.

However volunteers are still required for Seaman Diver and Aircraft Controller branches where shortages still exist.

EPILOGUE

WHEN your best seaman operator has been downgraded P7RD 3 months, BOST is but days away, the boss wants the Ops Room safe combination changing, your youngest has mumps and you feel that no-one loves you — just remember that the OPS DRAFTING TEAM are looking after your best interests — and those of 10,999 others.

HARGREAVES PROMOTIONS

FOR EMBROIDERED OR
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SWEATSHIRTS
T-SHIRTS
POLO SHIRTS
SWEATERS
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BASEBALL CAPS
JOG TOPS
PENWANTS
BADGES
VESTS
LINGERIE
RAIN TOPS
BOMBER JACKETS
CUMMERBUNDS

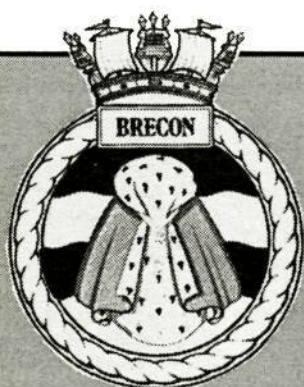
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QUALITY GARMENTS
QUALITY SERVICE



HUNT class HMS Brecon is named after the Brecon foxhunt, or the Brecon Farmers to give it its full name. Established in 1871, the pack originally consisted of harrier hounds but changed to foxhounds in 1906.

The hunt country lies within Brecon, Wales. The River Usk which flows through the area is represented by the wavy blue and white background of the ship's badge. Also depicted is an ermine-lined robe, the cloak of the hunt master, taken from the Seal of Brecon.

HMS Brecon's motto is *By luck and good guidance.*



Above: MCMV HMS Brecon goes out on patrol.

Crafty Brecon: hunter turned gamekeeper

ATTACHED to the Fishery Protection Squadron following her Gulf patrol duties, HMS Brecon hit the headlines when she sent a boarding party on to a French trawler off the Scilly Isles. Cornish fishermen had claimed their nets had been deliberately cut by the French fishermen.

It was a highly publicised start for the Brecon in her new fishery protection role; she's only been patrolling the British coastline on this duty since May.

HMS Brecon was the first Hunt class mine countermeasures vessel and was accepted by the Royal Navy in December 1979. The Hunt class MCMVs are the largest vessels in the world today to be built of glass reinforced plastic.

They have the ability to conduct both minesweeping and minchunter operations — destroying mines by sweeping them with towed wire and influence sweeps or hunting for them using high definition sonar and then destroying them with explosives. The charges are placed either by diver or by the ship's remote controlled mine disposal system.

Armed with a 30mm gun, the Hunt class MCMVs can also function in their secondary role as patrol craft.

The glass reinforced plastic making up most of the Brecon's superstructure as well as her hull is non-magnetic and strong enough to withstand the explosive shocks likely to be encountered in mine countermeasures activity.

Great care has been taken to measure and then annul the magnetic effect of all machinery and stores within the ship. Her noise signature has also been reduced to a minimum by tuning and matching all the main machinery and by taking great care with all resilient mountings.

The Brecon is powered by two Deltic diesel engines driving fixed pitch propellers through ahead/astern clutches and reverse reduction gearboxes. To facilitate the slow running necessary for mine warfare

a third Deltic provides power via hydrostatic transmission systems, air clutches and main gearboxes. For manoeuvring at slow speeds, a hydraulic bow thruster does away with the need for the activated rudder system found in conventional sweepers and hunters.

Pennant no: M29. Builder: Vosper Thornycroft Ltd. Commissioned: March 21, 1980. Displacement: 615 tons (750 full load). Length: 60m. Beam: 10m. Draught: 2.6m (keel); 3.4m (screws). Main machinery: 2 Ruston-Paxman 9-59K Deltic diesels; 3,800bhp; Deltic Type 9-55B (750hp) for pulse generator and auxiliary drive; 3-200kW diesel; 1-60kW gas turbine generator; 2 shafts; bow thruster. Speed: 15 knots diesels; 8 knots hydraulic drive. Range: 1,500 miles at 12 knots. Radar: Navigation — Kelvin Hughes Type 1006, I band. Sonars: Plessey Type 193M Mod 1, hull-mounted, minehunting 100/300 kHz. Type 2059 addition to track PAP 104. Operational: 2 PAP 104 remotely controlled submarines.

The ship's Computer Assisted Information System makes use of data provided by modern echo sounders and inputs from the sonar, Decca and Hifix systems to give the up-to-date information required for accurate and thorough coverage of any area or shipping route to be cleared of mines.

Since her acceptance, HMS Brecon has served in the Falkland Islands, the USA, the Mediterranean and the Persian Gulf. She saw active service in the 1987/88 Gulf MCM effort

and later in the aftermath of Operation Desert Storm.

During this time she was responsible for clearing 36 Iraqi mines and, along with HM ships Brocklesby and Bicester, was awarded the 1991 MYSL Trophy for mine warfare efficiency.

Part of the Second Mine Countermeasures Squadron based in Portsmouth, the Brecon, notwithstanding her present fishery protection duties, remains a fully worked up minchunter/sweeper and can at short notice revert to her normal MCM role.

The Fishery Protection Squadron is the largest and oldest squadron in the Royal Navy. Its main task is to patrol the Fishery Limits of the United Kingdom, ensuring that only British vessels and those from countries which have agreements with the UK are within the area.

The FPS monitors the fishing effort, administers laws and international agreements governing sea fisheries and collects detailed information from individual vessels on their fishing activity.

The Squadron, whose ships are continuously on patrols, lasting six weeks or more, throughout the year, in all weather conditions, also protects this country's North Sea oil and gas installations.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £8.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

SEVEN HONOURS IN THREE YEARS

THERE has been one other HMS Brecon — a Hunt class destroyer of 1,175 tons built by Thornycroft and launched in June 1942. She served with the Home Fleet until the following June when she sailed for the Mediterranean.

There she took part in Operations Husky and Avalanche, giving naval gunfire support to the landings in Sicily and Salerno.

Throughout 1944 HMS Brecon continued to serve in the Mediterranean area, seeing extensive anti-submarine action and taking part in opera-

tion Dragoon, the landings in southern France. Early in 1945 she underwent a refit in Malta before being employed in cross-Channel escort work.

In August 1945 the Brecon joined the East Indies Fleet. She was placed in reserve the following December and was finally scrapped in September 1962.

During her short active life HMS Brecon was awarded seven battle honours: **Sicily 1943, Salerno 1943, English Channel 1943, Mediterranean 1944, Southern France 1944, Aegean 1944 and Atlantic 1945.**

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Sweet FAA at Daedalus

THEY fly through the air with the greatest of ease... that's the triumphant gun-runners of the Fleet Air Arm who scooped four out of five trophies at this year's Royal Tournament.

For the third year running the A team, based at HMS Daedalus, took the overall title, the Inter Command Challenge Trophy, as well as cups for the fastest time (2 min. 43.17 sec.) and the aggregate time (46 min. 0.23 sec.)

The B team also proved tough competition by beating their Portsmouth and Devonport counterparts to take the Copenhagen Cup.

Despite such a strong showing by the FAA their Field Gun Officer, Lieut.-Cdr. John Clare, believes they did not run to their full potential.

"If the other teams had pushed us you would have seen our best," he said. "Unfortunately the opposition was not up to scratch."

In reply Lieut. Nick Robinson, of Portsmouth, said, "We worked extremely hard and gave it our best. But we didn't let the FAA take everything. At least we got the penalty points cup."

With the jibe of "no contest" ringing in their ears Portsmouth and Devonport have now gone back to the drawing board and battle plans for the 1993 Royal Tournament are already being drawn up.

Final scores: FAA 30, Portsmouth 23, Devonport 19.
● Above left: The triumphant Fleet Air Arm teams return home to HMS Daedalus, armed with their trophies, and are welcomed back by Capt. David Newberry, taking the salute, and the ship's company.

Funds support French leave

THE Sailors' and Fleet Amenities Funds Grants Committees have agreed to support the hire of a cottage in France from April 9 — September 24 next year.

Sleeping up to seven, the three-bedroomed cottage is well equipped for a self-catering holiday and forms part of a renovated 18th century Breton farmhouse in two acres of landscaped ground.

There is a range of sporting and leisure facilities in the area.

Located at Fouesnant, about 10 minutes drive from the

southern Brittany beaches, it will have a letting price of £150 a week.

This is less than half the commercial rate, made possible by grants from both the Sailors' and Fleet Amenities Funds.

Success

A similar venture operated this summer has proved an outstanding success.

Applications by letter are invited from all regular Naval and Royal Marines personnel by December 31 1992 and, assuming a draw is needed, this will take place in early January.

Those interested should write, stating week required, to: Central Fund Treasurer, HMS Raleigh, Torpoint, Cornwall, PL11 2PD.

Further information, including details of the cottage, are obtainable from HMS Raleigh on Ext. 41274.

Admiral rests up

CURIOUS as to what went on inside a building he often drove past, the First Sea Lord, Admiral Sir Julian Oswald, was pleased to visit the Royal Sailors' Rest at Portsmouth.

Founded last century by Dame Agnes Weston and known as "Aggies" by generations of sailors, the Rests pursue a Christian mission in naval ports through service to sailors and their families.

Admiral Oswald's host at Portsmouth was ex-Royal Marine Frank Allen, Missioner-in-Charge. He and his wife Carol have been running the Portsmouth Rest for a year.

The Admiral inspected the sports and leisure facilities and later handed over the keys of the new "Aggie's Wagon", a mobile canteen for Portland given by the Navy's Sailors' Fund.

POLAR BEAR

WHEN HMS Polar Circle deployed to the Antarctic on her first voyage under the White Ensign last year, she carried an extra crew member — Alfred, the class teddy bear from Class K at the Manor Fields Infants School, Basingstoke.

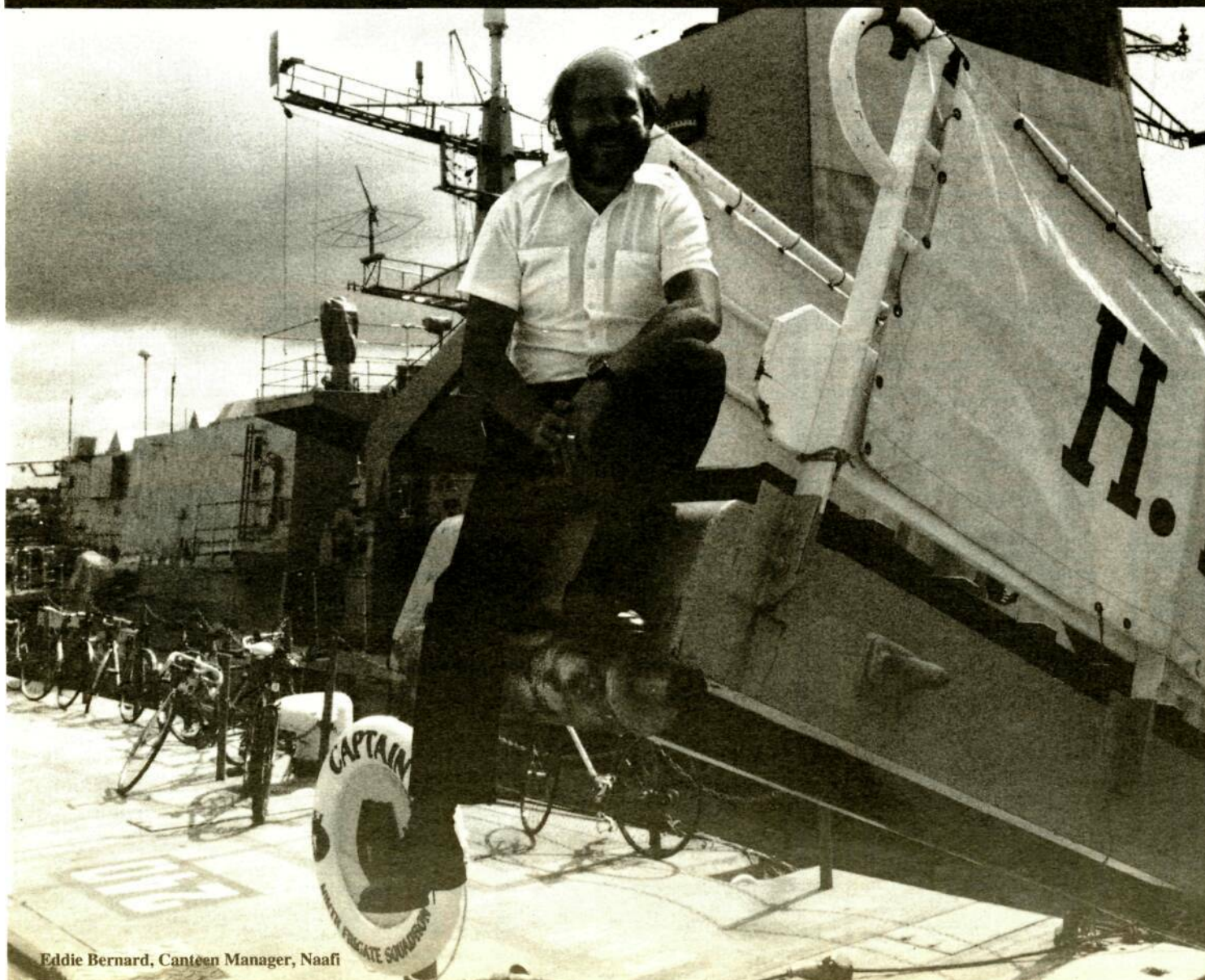
The 23 five- and six-year-olds of Class K were involved in a project studying the weather and animal life of the Antarctic, so Alfred was sent to join the ship to see for himself.

When the ship returned to Portsmouth Alfred was flown back to school in a ship's flight Lynx helicopter and an excited group of schoolchildren, many of whom have learning difficulties, were shown around the aircraft, and then found out

just what their class bear had been up to — flying the helicopter, steering the ship, and cleaning out his cabin for Captain's Rounds!

At the end of the visit the whole school turned out to sing songs to their guests and this happy ship/school liaison is planned to continue. Alfred is looking forward to his second voyage to the bottom of the world.

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Letters

Adrift get short shrift

IN ANSWER to "Being late is out of date" (August), may I say to the Leading Writer (at sea) that it is his responsibility NOT to be adrift, and to set an example to the more impressionable of his shipmates. If he doubts this, he should read the back of the certificate he was presented with on becoming killick.

Rank has its privileges, but not to the extent of expecting preferential treatment if you drop yourself in it. I'm sure morale would suffer if certain people appeared to be getting away with leave-breaking offences, and others weren't.

In fact, in most ships there IS a minor offences log normally consisting of extra duties for being adrift, etc. However, if your correspondent is in any doubt, he should buy a decent alarm clock, or use the shakes bosun. — A. Gale, LWTR. HMS Sultan.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

'Nothing to gain' holding back from — Severance deal that's streets ahead

WITH the Phase 2 redundancy details now published, this might be a good time to ask some pertinent questions. In particular, the lack of distinction between voluntary and compulsory redundancy and the "administrative arrangements for redundancy" as laid down in DCIs.

I must agree that if a serving member of the Armed Forces, having weighed the

pros and cons, decides to volunteer for redundancy, that is all well and fine. But prudent sailors might take heed of the old adage "never volunteer for anything" and read on.

Compulsory redundancy, however, must be regarded as a separate case and several points need to be redressed. Firstly, how were the financial terms of redundancy arrived at? Are they the result of an independent review body (such as the Armed Forces Pay Review Body) or the arbitrary decision of a financially-constrained and politically expedient civil servant?

Secondly, if these are arbitrary terms, is MOD prepared to go to litigation over them or will they hide behind Crown immunity?

Finally, the clause regarding return of special capital payment should employment be gained within specified areas (Armed Forces/Government departments) should be waived in the case of those made compulsorily redundant.

As the arrangements stand, MOD appear to have deluded themselves into believing that, with 2.6 million unemployed, there will be a rush of volunteers for redundancy. On the other hand, they may be engaged in a money-saving exercise to entice volunteers before revealing a separate, as yet unannounced, "compulsory package". If this proves the case, anyone who chose to ignore the "never volunteer" advice will have good reason to feel "seen off". — J. Knapp, CPO(PTI). Saltash, Cornwall.

THE following reply from DDNSC(Pay) to the specific points raised also gives a broader picture of the logic behind asking for volunteers:

WHEN redundancies are

necessary it makes good management sense to give individuals, who are specifically willing to be considered, the chance to say so.

There is, of course, no guarantee that a volunteer will be selected. That depends on exactly where the surpluses are, and the numbers who come forward. But, the more volunteers there are, the less is the need to select those who simply do not want to leave the Royal Navy.

It is worth noting that, in the first phase almost all those selected were volunteers.

If compensation terms differed between those who volunteer and those compulsorily selected there would, as your correspondent suggests, almost certainly be fewer volunteers.

There would then have to be more compulsory redundancies — a situation which surely no-one would welcome. Rest assured, there is no "alternative" package around the corner. The compensation terms which have been published are the only ones available. For those who may be considering volunteering there is nothing to be gained by holding back on that account.

Your correspondent refers to litigation. Perhaps he is unaware of the statutory redundancy provisions under Employment Law. Under those provisions, for example, someone aged 26, and made redundant after eight years service, would be entitled to a lump sum of six weeks pay. If age at redundancy was 34, and service given was 16 years, the statutory requirement would be 14 weeks' pay.

By comparison, a rating with eight years' service will receive lump sum compensation of 14 months' pay (plus a preserved pension), and one with 16 years' service could receive 18 months' pay, plus an immediate pension, plus a terminal grant.

Time and moshun studies

THE arguments used in the August edition letter comparing the cost of a professional typist typing a letter or document, compared to the cost of having the same document typed by the officer drafting it on his desk-top computer, are flawed.

Merely to compare the cost-time ratio of a typist paid £10,000 typing at 50 wpm with the cost of an officer paid £30,000 typing at anything from five to 25 wpm misses a number of relevant factors.

Before the officer had his WP he would write a draft and have it typed. A document of, say, 2,000 words would not simply take 40 minutes to type and then perhaps 10 minutes to proof read. The writing would invariably be difficult to read and, even if thoroughly checked when the drafter received it back, he or she would find that changes would be necessary.

The typed draft may even have to be seen by colleagues who would make changes. This is then sent back to the typist for re-typing. This process can be repeated three or four times.

Consider the difference a WP has made. The officer can type his or her draft directly on the WP. Only one person need to check the work as the drafter knows exactly what he or she wants to say. The document can then be circulated to colleagues and, when returned, the officer brings the document up on the WP and inserts the changes. Not only has the officer taken little, if any, extra time in preparing the work but there is no need to wait for the busy typing pool to type a draft for circulation.

Of course, the layout may not be as perfect as the professional typing pool could produce. But, when one considers the cost involved to achieve the small amount of extra perfection, perhaps at the expense of an overworked typing pool working overtime, there can be no reason for Luddite policies ignoring the benefits of modern technology that is readily available. — H.I. Axton, Walmer, Kent.

□ □ □

AM I alone in thinking that the standard of English in correspondence, both in letter and signal form, has deteriorated over the past few years?

The advent of the PC with its Word Processor package, including a spell checker and thesaurus, allied to the well-set procedures in JSP 101, should eradicate any errors in grammar, syntax and spelling in correspondence.

This has not been the case and, although I do not wish to appear a Luddite, I cannot help but wonder if the art of good signal and letter writing has been lost with the advent of the modern stand-alone office and the loss of the old quality control element of the UPO or Signal Office.

Cann eye mayk a plee thru your gud offis four awl drafterz to mayk a conserted effot two mayk there letterz reedable and

lojikal, lyke wot they uzed two bee? Their wud appear two bee no excuse for badd correspondence in any form thees dayz wiv all this modernn tek-nology att owr dispozle. — G. Thompson, Lieut. COMCEN, Whitehall.

Cheesed off over dip

BEING in command of a coastal tanker regularly trading along the south coast, I frequently pass both HM and foreign warships on exercise.

Recently I passed in close proximity to three HM warships and accorded these vessels due respect by dipping our Red Ensign. I am sorry to say that none of these warships offered the courtesy of acknowledgement.

For a Service so steeped in tradition, I find this a sad reflection. Surely manning has not been reduced to the level where no-one can be spared to reply to a custom to which many of us in the Merchant Navy still adhere. — S. Tuck, Captain, Horrabridge, Yelverton, Devon.

Yet another Diligence

WITH reference to your RFA Diligence feature (Ships of the Royal Navy, August), and previous ships of the name, there was also a shore-base named HMS Diligence at Hythe on Southampton Water during the 1950s. It was the old Imperial Airways flying boat base and responsible for the commissioning and working up of coastal and inshore minesweepers.

I served there in 1958-59 and have a pewter tankard for being in the winning team at tug-of-war at the base's annual sports in '59. — P.G. Anderson, Waterlooville, Hants.

Aberdeen free for all

CONCERNING the letter (July) about the Freedom ceremony to HMS Scylla, I have checked the Freedom Roll of Honour for Aberdeen and there is no trace of the Freedom of the City being conferred on HMS Aisne. HMS Scylla is the first naval vessel to be honoured.

What may have confused your correspondent is that when any naval ship visits Aberdeen crew members are given the freedom to use many of the facilities of the city free of charge during the visit. — J.G. Boyne, Ex-LS Coxn, Aberdeen.

Toasts to Somali

I was drinking a nice cup of Pusser's Kye when HMS Somali was torpedoed on her way back to Scapa from Murmansk, about 1920 fifty years ago on September 20 — and I was left with just the handle of the cup in my hand.

Another Tribal destroyer, HMS Ashanti, took her in tow and tried to get her to Iceland — but she broke in two on the fourth night in a Force 10. The water was just above freezing and of the 85 crew left on her after she was torpedoed only 18 survived the sinking.

The lucky ones were those that stayed in the water until they got picked up — those who climbed onto the raft froze quickly with the wind chill.

A Filipino survivor from a previous sinking pulled me aboard the rescue trawler by the hair. My next drink was a glass of rum — and I remember the taste of it to this day.

Lord Lewin, who writes your 'Fifty Years On' column will remember this anniversary. (See page 26). He was First Lieutenant of the Ashanti and he went down a scrambling net with LS Goad to pull out our unconscious CO — Lieut.-Cdr Colin 'Mad' Maud, who had been determined to save his command if at all possible and was found clutching a bottle of whisky. — P. Belchamber, Ex CERA, Cosham, Hants.

● 24 September 1942 — HMS Somali just south of Spitzbergen, shortly before she broke in half after being torpedoed in Convoy OP14.



Navy News

No. 458 39th year

Editorial and Business address: Barham Block, HMS

Nelson, Portsmouth, Hants, PO1 3HH

Editor: John Tucker. Deputy Editor: Jim Allaway

Assistant editors: Lindy Clegg, Ruth Vernon

and Paul Parrack

Business Manager: Mrs. Anne Driver

TELEPHONES

Editorial: 0705-822351 (Portsmouth Naval Base)

extensions 24194 and 24163

Business (advertising, distribution and accounts):

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Wives and husbands of members of HM Forces can also register
as service voters or, if they prefer, register each year as civilian voters
(so long as they are living in the UK).

Don't lose your right to vote



Options put the bite on dentists

WITH changes necessary in the light of the post-Options requirement and the planned integration of the departments of the Second Sea Lord and CINCPNAV-HOME, recommendations resulting from a fundamental review of the RN Dental Services have now been accepted, and will be implemented from April 1994.

Director Naval Dental Services will transfer his department from London to the new headquarters at Portsmouth to form a Dental Division as part of a new MDG(N) organisation. Responsibility for all naval dental activity in the UK, with the exception of operational elements, will be transferred from the Second Sea Lord/CINCPNAV-HOME budgetary area.

The smaller Navy of the '90s will require fewer dental personnel to meet the specialist roles in war and peace, says an announcement. This reduction cannot be achieved by natural wastage and some redundancy will be necessary from the full-career officer cadre. Redundancies are being phased over two tranches.

It is not envisaged there will be any requirement for rating redundancies.

In future, multi-manned clinics will be complemented with dental staff comprising a core establishment dental team, which will be under the line authority of the commanding officer.

Additional manpower will be available on a priority basis and to meet this demand there will be area dental teams to be made available to establishments within geographic areas on the advice of the Command Dental Surgeon.

When not deployed, ADT personnel will be held within the base port dental clinics and occupied primarily treating alongside ships' companies. They may also provide some of the manpower for deployments.

DCI(RN) 199/92

No faith in blind spots

A recent magazine item claimed that blind spot mirrors had been developed for military use and were MOD approved, says an announcement. These claims were challenged through the Advertising Standards Authority and the com-

plaint was upheld.

The announcement goes on to say that it is not MOD policy to fit blind spot mirrors, and that units and establishments are to cease purchasing them.

However, blind spot mirrors already fitted must not be removed as any attempt to remove them is likely to cause damage to existing side mirrors.

DCI(JS) 68/92

Phase 2 breakdown

THE administrative arrangements for Phase 2 of the Royal Navy's redundancy programme, affecting both officers and ratings — and outlined in recent editions of Navy News — are spelt out in two full announcements.

Included are compensation terms, application procedures, and resettlement guidance.

Latest date for receipt of applications for consideration for selection for redundancy in Phase 2 is Sept 15.

DCIs(RN) 193 (officers) and 194 (ratings)

Distance learning

SERVICEMEN and women whose educational needs cannot be met by unit or local education authority classes may consider instruction through a correspondence course. Studying by correspondence is, however, difficult and is suitable only for the determined and well-motivated student, says an announcement.

Courses are available under the Forces Correspondence Course Scheme to all members of the Forces who are serving on a full-time paid engagement. They are also open to dependants who may take advantage of the discounted course rates negotiated by MOD, but are not entitled to a refund of fees.

One of the conditions for approval for a correspondence course is that the applicant cannot obtain suitable instruction by any other means. Another is that the applicant is suitably qualified to take the course and is likely to complete it and derive benefit from it.

Students considering applying for a correspondence course should first seek an interview with the local education officer

or resettlement officer.

The announcement provides information on enrolment, re-funds and textbooks.

DCI(JS) 77/92

Annual war of words

OFFICERS, ratings, soldiers and airmen who are serving or have served in any of the Armed Forces of the Commonwealth can compete in the Bertrand Stewart prize essay competition, for which the prizes include: First, £225; second, £125; third, £100.

Subjects are selected by the Army Board of the Defence Council and entrants for the 1993 competition may choose one of the following:

- Is it realistic to advocate Armed Forces that are capability-based and not threat-dependent? What conceptual and practical problems does this pose for defence planners?

- Assess the implications for international security of proliferation of nuclear, biological and chemical weapons.

- The Serviceman has had a particular place in society since the end of the Second World War. Should steps be taken to preserve the status quo of the Serviceman or should action be taken to anticipate the demands of the 21st century?

Essays have to be between 3,000 and 10,000 words, and closing date is July 1, 1993.

DCI(JS) 79/92

Deep down, you know it's right

FOLLOWING introduction of new regulations concerning first aid arrangements for persons employed in diving operations, courses are being arranged for RN divers who do not hold diver first aid certificates.

After December 31 any MCD officer or rating of the Diver sub-branch cannot take part in any diving operation as a supervisor or diver unless he holds a valid certificate, with waivers granted only in exceptional circumstances.

DCI(RN) 189/92

OPERATIONS Branch Task Book 2 (Able Seaman to Lead-

DENTAL SURGERY



Get Wise on DCIs

ing Seaman) has been updated to reflect changes in diving equipment and procedures.

The current Task Book 2 will remain valid until Aug 31 1993 in order not to penalise divers progressing towards advancement.

DCI(RN) 190/92

Quarters queries —

THE role is described of the Joint Services Married Quarters Coordination Office for the allocation of married quarters to Service personnel employed in MOD and associated offices in the London area.

The office controls a selection of houses, flats and maisonettes in a number of London areas, and the announcement mentions personnel to whom the service applies and gives application and allocation procedures.

Staff of the JSMQCO, which is based at Empress State Building, are available to give advice to applicants.

DCI(JS) 64/92

— and hints on housing

AS previously reported in Navy News, a Joint Service Housing Advice Office has been set up in recognition of the need to provide Service personnel with comprehensive and timely advice about the increasingly complex range of housing options open to them.

Role of the JSHAO is to provide a focal point for housing advice to all serving personnel and to those ex-Service personnel still in married quarters.

The announcement details fully the function of the new office, which is based at Headquarters UK Land Forces, Salisbury, and also provides the format for use in seeking housing information.

DCI(JS) 66/92

Naafi spoils divided

THE sum of £30,810 is available for the year ended April 27 1991 as Naafi extra rebate.

After payment to the Benevolent Trusts and Fleet Amenities Fund (40 per cent of the total to each), the balance is divided between commands.

The 1991 allocation comprised: RNBT, £11,412; WRNSBT, £912; Fleet Amenities Fund, £12,324; Naval Home Command, £2,680; Fleet, £2,169; Naval Air Command, £647; Royal Marines, £666.

DCI(RN) 197/92

Digital sword?

THE names are announced of last year's winners of a series of awards:

The Gedge Medal and associated prize (for the outstanding officer on training on the Junior Supply Officers' Course): Lieut. A. H. Talbot, HMS York.

The Admiral Lyddon Memorial Prize (for the General List or WRNS officer on Junior Supply Officers' Course showing outstanding potential, both as a naval officer and as a Supply specialist): Lieut. C. D. Pitcher, WRNS, HMS Neptune.

The Worshipful Company of Chartered Secretaries and Administrators Medal (for the officer achieving best performance on the secretarial simulator, coupled with best examination results across the whole range of Supply disciplines while on training on the Junior Supply Officers' Course): Lieut. C. R. Bennett, Staff of Captain Fishery Protection.

DCI(RN) 186/92

Squadrons merge

700L Squadron aircraft and personnel have been amalgamated into the 815 Squadron organisation and become 815 Squadron (OEU Flight).

DCI(RN) 188/92

Warfare in detail

MORE detailed information on the establishment of a user-maintainer Warfare Branch — reported in last month's edition — is provided in an announcement which has sections on employment and training, on-board management and implementation in ships. There is also a table of branch rates and abbreviations.

DCI(RN) 195/92

Managing numbers

THE British Institute of Management, which promotes the development and exercise of professional management, has a membership of more than 65,000 individuals and 4,000 organisations. There are over 100 local branches in the UK.

Described are its aims, how Service personnel with the necessary qualifications and experience can be considered for membership, and the categories involved.

DCI(JS) 76/92

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Prime time finale for Bandies

THE Admiralty Board recognises that members of the Royal Marines Band Service often reach their musical prime in their '40s when they are just coming to the end of their Service life.

The Board has therefore decided to introduce a Second Open Engagement from January 1 1993 which will enable members of the RMBS to serve for up to an additional 10 years.

The 20E will normally follow the Open or LS3 engagement and will provide an opportunity for a career in the RMBS of 32 years. For many this will mean a career to age 50.

Re-engagement to 20E will be by selection from ranks with 17 or more years' reckonable service. The first selection board will convene this month, with subsequent boards convening annually.

Musicians on Extended Service, however, who wish to be considered for 20E will be required to apply specifically for it, noting that selection will involve transfer to Active Service.

DCI(RN) 203/92





Studied in depth

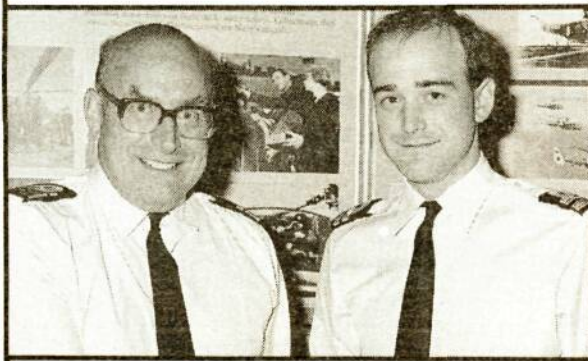


AN EXPERT in Naval Medicine and the health care of deep sea divers has been honoured by The Robert Gordon University, Aberdeen.

Sir John Rawlins, former Medical Director General of the Royal Navy, has been awarded an honorary doctorate of technology for his outstanding contribution to the medical welfare of commercial divers through his establishment of the Diving Medical Advisory Committee of Britain.

A graduate in medicine from Oxford University and a Physician to the Queen's Household, Sir John retired from a distinguished naval career in 1980 with the rank of Surgeon Vice-Admiral.

Head visits 'his' school



WHEN Rear-Admiral John Myres, the Hydrographer of the Royal Navy, visited the Meteorological and Oceanographic School at RN air station Culdrose, he bumped into an old acquaintance ... his son, Peter.

Lieut. Myres joined the Royal Navy in 1986 and his appointments have included one as a Season Officer in HMV Britannia. He is currently a student with 750 Squadron.

Rear Admiral Myres is the first Hydrographer of the Royal Navy to visit RNSOMO. Afterwards he was flown out by 771 Squadron to call on HMS Beagle.

ANDY RECEIVES FOURTH MEDAL

POMA Andy Blocke has added a fourth campaign medal to his impressive collection; the latest decoration (Gulf) being presented by Surgeon Capt. John Buchanan at Royal Naval Medical Staff School ceremonial divisions.

Andy served in RFA Sir Tristram during Operation Desert Storm, where, as the sole medical personnel on board, he was responsible for the health and care of the ship's company and embarked troops.

His other medals are: South Atlantic Medal for Operation Corporate, General Service Medal Northern Ireland and UN Medal for peace-keeping duties in Cyprus.

Andy has served mainly with the Royal Marines and is a qualified "Green Beret" Commando Medical Assistant. He was medic to the Arctic and Mountain Warfare Cadre.

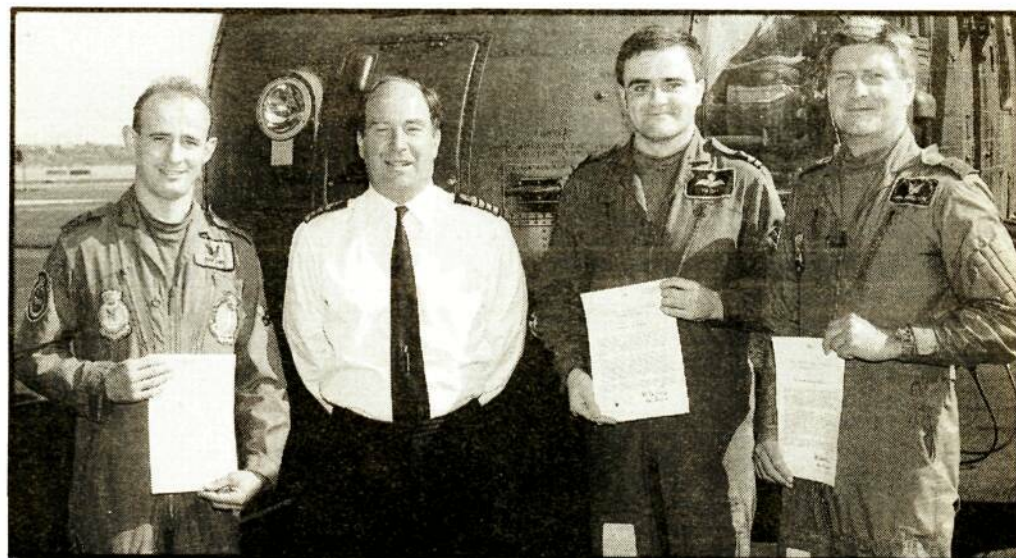


Currently he is the lead First Aid Instructor at RNMSS, teaching advanced First Aid to Medical Branch and QARNNS ratings.

Witness to the Exodus



TO HELP illustrate its feature on the 45th anniversary of the arrest off Palestine of the Exodus — a ship carrying 4,500 illegal immigrants — the French newspaper "Figaro" photographed Capt. Tony Bailey RN (retd.). Back in 1947 he was Captain of HMS Childers, the Royal Navy destroyer involved in the interception of the Exodus.



Capt. Alastair Ross, Captain of HMS Osprey (second from left) presents flying commendations to (l-r) LACMN Laws, Lieut. Gay and CPOACMN Robertson.

Delicate operation to rescue climber

THREE members of 772 Squadron at RN air station Portland have been awarded a Commendation from Flag Officer Naval Aviation, Rear Admiral Colin Cooke-Priest, following their rescue of a climber who had fallen 25 feet down a cliff.

The woman was suspended precariously 12 feet above sea level when the Search and Rescue Sea King, piloted by Lieut. Tim Gay and crewed by CPO Ian Robertson and LACMN Tony Laws, was

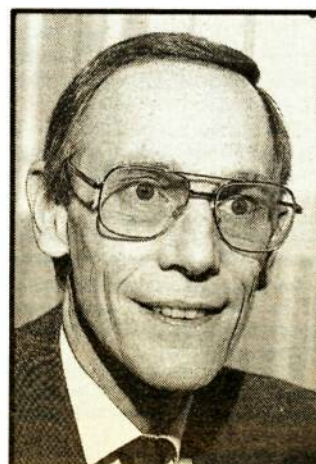
scrambled to Anvil Point near Swanage for the second rescue of the day.

It was slow and delicate work to recover the casualty, who had badly injured her head and neck and was in shock and great pain.

For 40 minutes the aircraft hovered extremely close to the cliff in gusty conditions as the woman was inched upwards. After she was recovered she was transferred to hospital.

The commendation praises the flying skill, teamwork and courage shown by the aircrew.

STAR AND GARTER HOME REUNITES OLD FRIENDS



A FORMER Royal Navy instructor has been rescued by The Royal Star and Garter Home at Richmond thanks to one of his former pupils ... who has just taken over as the Home's Chief Executive.

As a CPO Instructor Ken Bates took 16-year-old Artificer Apprentice Ian Lashbrooke under his wing at HMS Fisgard. That was back in 1959.

When Ian (pictured left) left the Service he embarked on a career in fund-raising becoming Director of Appeals at the RSGH in 1987 and now in a sense Ken is under Ian's wing.

The younger man heard that the widower, now 66, had suffered a stroke and that his daughter was having difficulty looking after him. That's where the Home, which exists for dis-

abled sailors, soldiers and air-men, stepped in.

It was the renewing of a good friendship for Ian and Ken. The two had worked in partnership designing training courses at HMS Daedalus.

Ken is now happily settled in at Richmond and Ian sees him most days for a chat.

The Royal Star and Garter Home celebrated its 75th anniversary last year, when Ian, as Director of Appeals, led a successful £3.8m fundraising drive in partnership with Falklands veteran Simon Weston.

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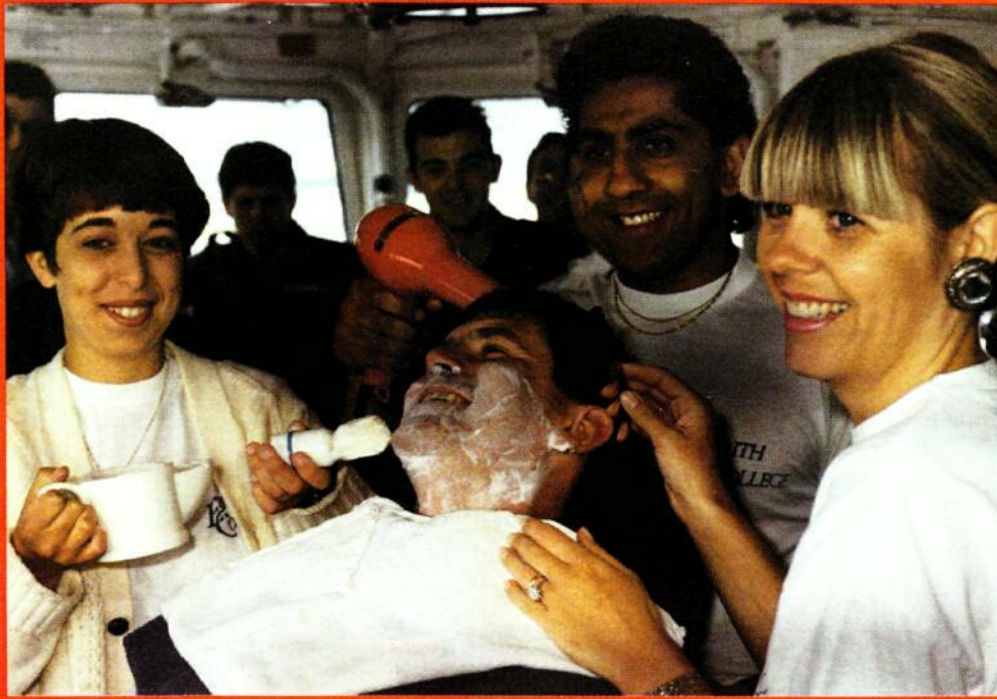


Barber ship quartet

HE MIGHT have been in a lather when this picture was taken, but CPO David Deady had every confidence he'd soon be looking just as smart as can be when his personal grooming team were through with him.

When Erith College, Kent, asked the Royal Navy if it could provide models on whom students could practise their hairdressing skills, HMS Alacrity, then moored on Erith Upper Tier in the Thames, volunteered quite a number. Among them were Dave and the captain of the Type 21 frigate, Cdr. Allan Bennett.

The college team set up shop on the bridge and pictured with David are (from left) trainees Julie Mears, Peter Singh and Sandra Thorpe.



SHOW TIME

DJ Jakki Brambles was almost a victim of her own success when she took the Radio One Roadshow to Arran. Main guests for this first ever roadshow from a Scottish island were Wet, Wet, Wet, whose free concert attracted thousands of visitors.

And with the ferries fully booked it looked like Jakki and her manager might not make it off the island for the next show ... that is, until the Royal Navy turned up.

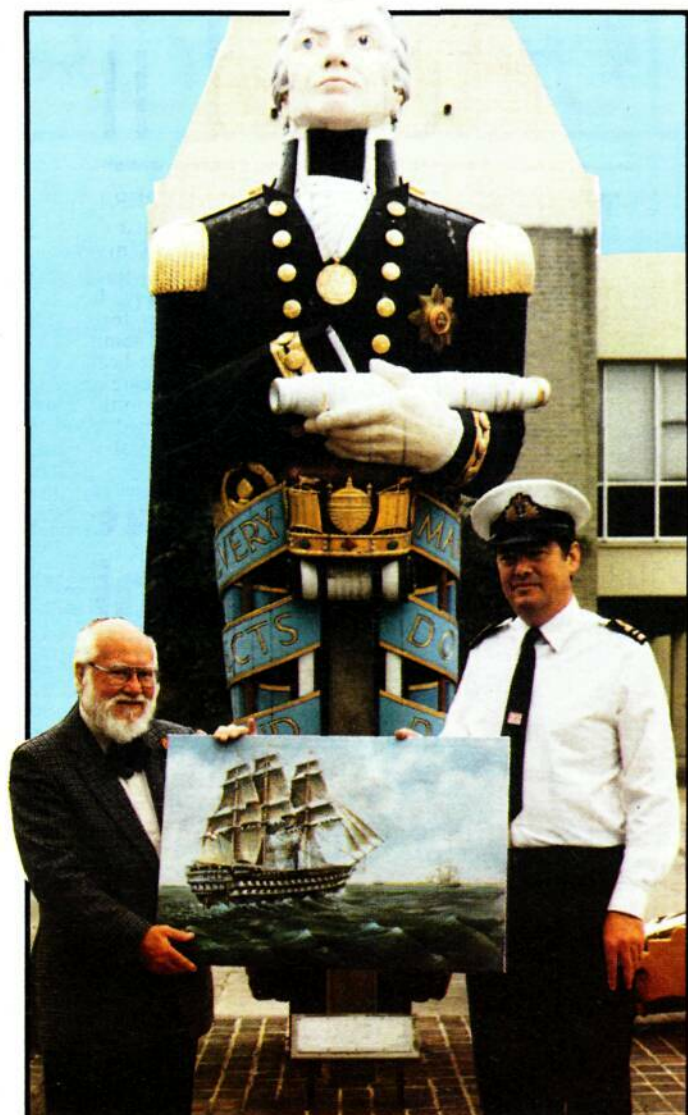
As part of a training sortie a Sea King from 819 Squadron at HMS Gannet carried Jakki and manager on to Loch Lomond. The roadshow must go on ...

Pictured left: Jakki perches on the knee of pilot Lieut. Neill Stephenson in front of the Sea King from 819 Sqn.

Picture: LA(Phot) Karl Webb



Picture: LA(Phot) Karl Webb



THE CONWAY CONNECTION

LORD Nelson's figurehead made a fitting backdrop when Hayling Island artist Bob Eames (left) presented a copy of his painting of HMS Conway to the First Lieutenant HMS Nelson, Lieut.-Cdr. Richard Speller.

The figurehead was made in 1938 for the Training Ship HMS Conway — ex-HMS Nile. It was commissioned by the Conway Club of former cadets and unveiled by John Masfield, himself an "Old Conway".

It replaced the original figurehead which was damaged in a collision. When HMS Conway was moved ashore in 1953, this repre-

sentation of Lord Nelson in the uniform of a Rear Admiral (his rank at the time of the Battle of the Nile) moved too. It was presented to HMS Nelson by the trustees of HMS Conway when the school closed in 1974.

Bob was commissioned to paint the picture by an Australian businessman who is an ex-Conway cadet.

Blue, green and striped!



SGT Nancy Thorne of the Army Women's Training Centre, Guildford, paid the Senior Service a visit to see her sister, POWren Jacqui Bell, presented with her Long Service and Good Conduct Medal.

Jacqui is based in the education and resettlement office at HMS Dryad, the Royal Navy's School of Maritime Operations. Nancy is a platoon sergeant at Guildford, where she looks after female new recruits to the Army.

MARCUS KEEPS HIS COOL

PO MARCUS Sly received flash burns to his hand, face and neck after his Jaguar car exploded into flames in Fareham. He had reacted quickly after smelling petrol — stopping the vehicle and pulling free the baby seat in which his daughter Robyn was sitting. Having ensured baby and wife Louise were clear, Marcus smartly left the car — but not soon enough to save his poor, singed eyebrows.

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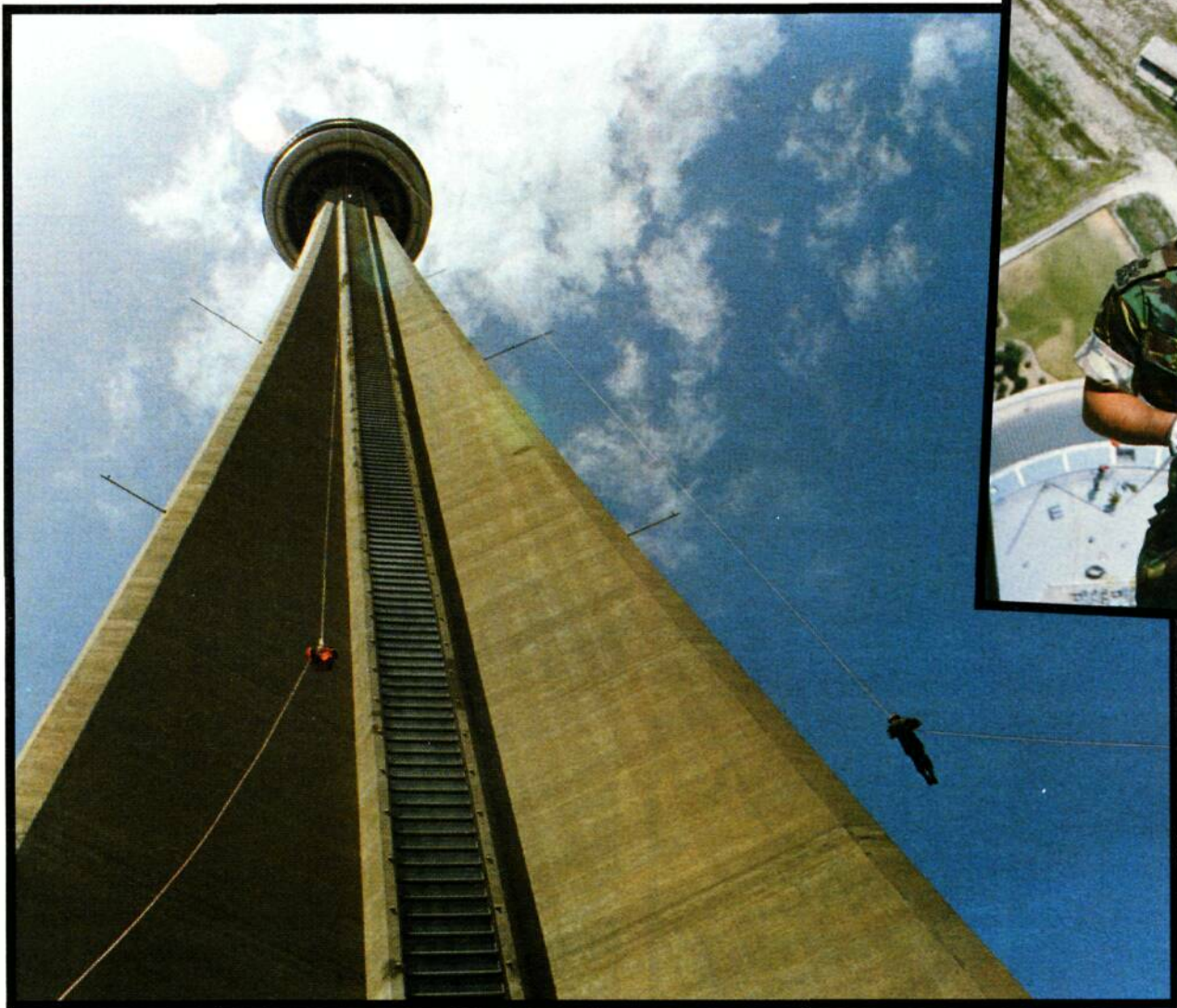
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MARINES ROPE IN THE RECORDS UP IN TORONTO



The Royal Navy photographer who accompanied the RM team to Toronto decided that he too would join in the fun and, although he had only abseiled twice before, successfully carried out the record-breaking 1465 ft descent. In a turn-the-table situation, POA(Phot) Ash Amliwala had his photo taken (above) by Cpl Eric Bristow.

TWO world records were claimed for the Royal Marines when they rope-climbed up, and then abseiled down from, the world's highest free-standing building, the CN Tower in Toronto, Canada.

The ascent on the tower was made by two two-man teams, one from the Canadian School of Rescue Training and the other comprising Royal Marines Cpl Eric Bristow and Capt Rob Metcalf and it took them just about two hours to complete the rope climb.

Going down was somewhat quicker! This time twelve-man teams took part in the descent from 1465 feet to zero, watched by a large holiday crowd celebrating the 125th birthday of Canada.

A Royal Marines team had previously held the building abseiling record in 1988, with a 688 foot descent from the Hopewell Centre in Hong Kong, but this had subsequently been bettered by a member of the Canadian Rescue Team, abseiling 1122 ft from the CN Tower.

Plans to regain the record were made following a very successful charity event by a Royal Marines team who abseiled from the top tower of the Humber Bridge, in aid of the Children In Need Appeal.

Having now conquered the tallest building in the world it's difficult to see how the record can be broken — until someone builds a taller building!

Looking up. A Royal Marine and his Canadian opposite number making the long descent from the CN Tower, tallest building in the world.

LAUNCHING-CALENDAR 1993

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This year's calendar features a selection of favourite Navy News pictures depicting a range of current classes of Royal Navy ships.

With them are illustrations of famous buildings or landmarks in the city or area with which the ships are linked by name, adoption or close association.

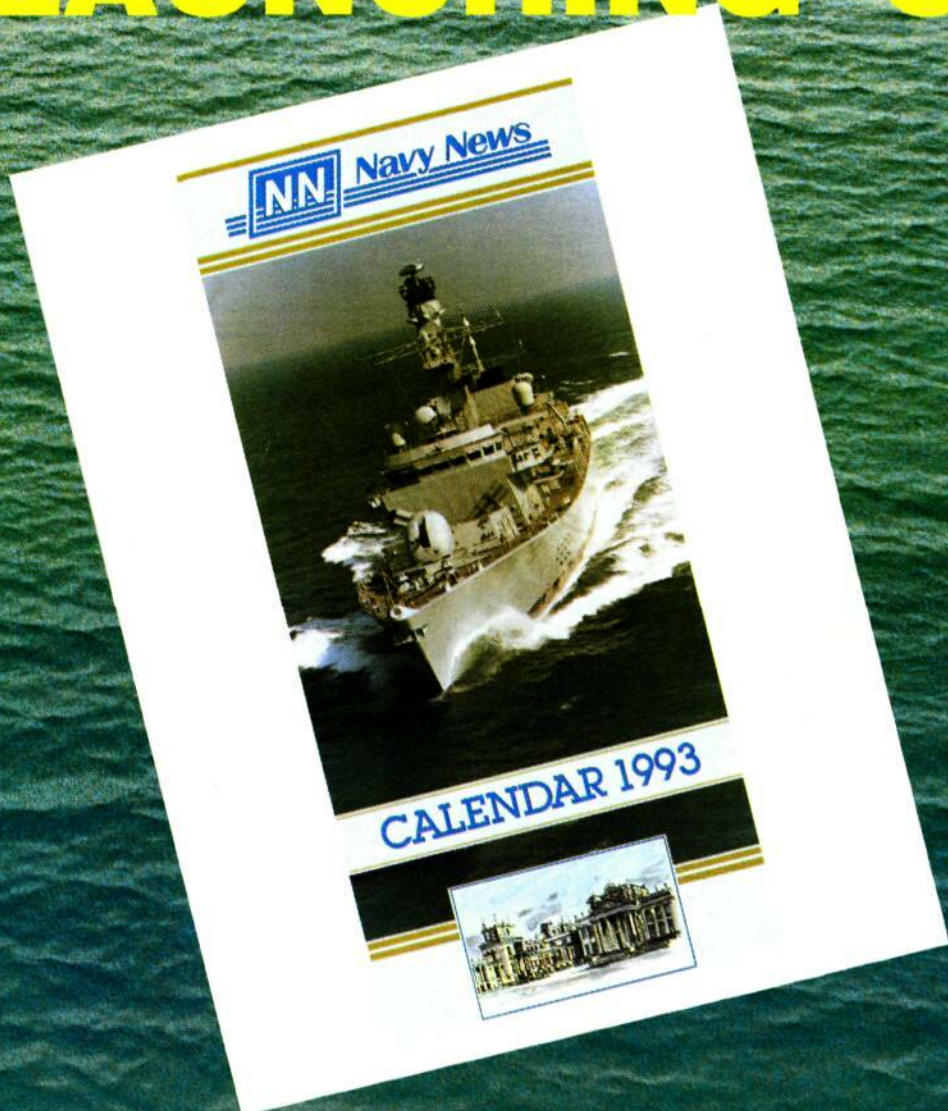
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KEEPING A WATCHFUL EYE

Peace talks held on board frigate

WHILE hostilities raged in war-torn Yugoslavia HMS Avenger, carrying out monitoring duties in the Adriatic, afforded a peaceful haven for a meeting between Serbian and Croatian military leaders.

The Devonport-based frigate dropped anchor off the Dalmatian coast and her wardroom provided "neutral territory" for peace negotiations under the watchful eye of United Nations and European Community officials.

As Maj.-Gen. Bobetko, from Croatia, and Maj.-Gen. Stugar, from Serbia, arrived alongside in heavily-armed gunboats, the Avenger's commanding officer Cdr. Nigel Owen turned a Nel-

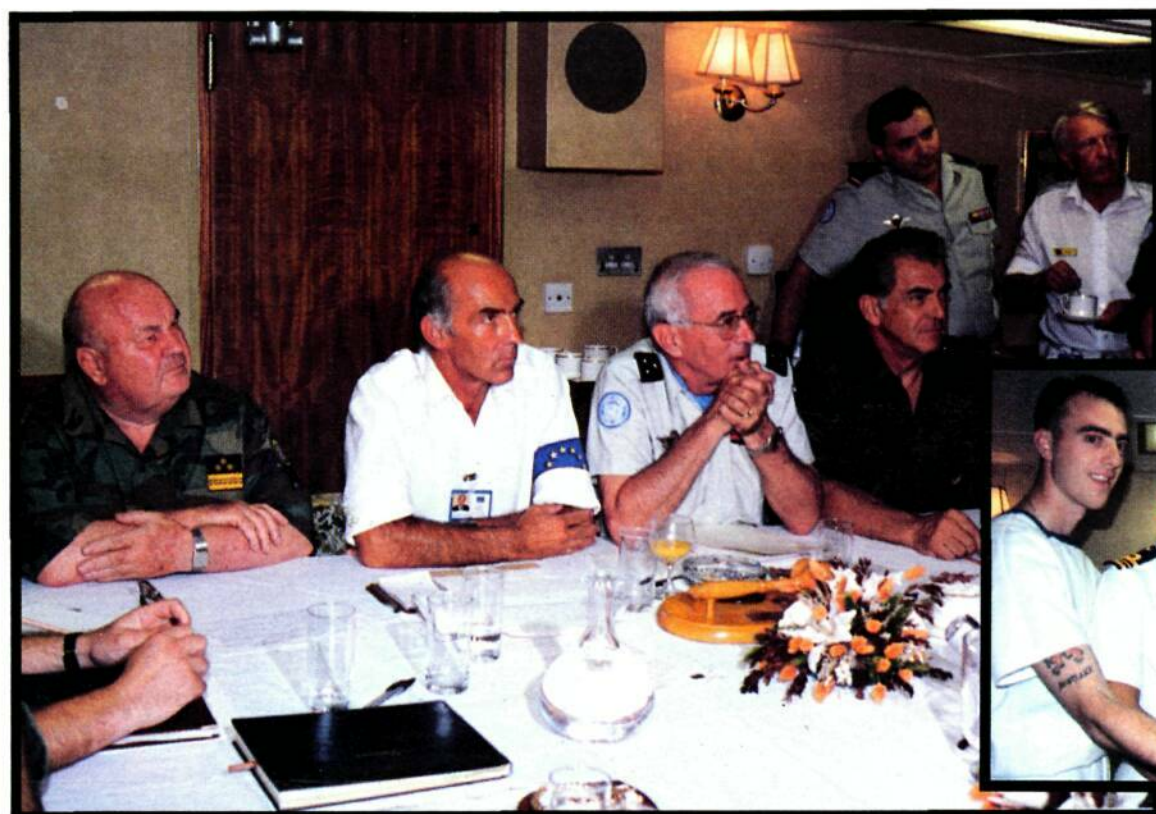
sonian blind eye to the fact that some of the military were wearing Magnum guns on their hips.

"I didn't want to put any obstacles in the way of the talks so personal weapons were allowed," he said. "It was a calculated risk which paid off."

As the peace talks began the atmosphere was frosty but the ice was soon broken when stewards and chefs plied both sides with whisky and other refreshments.

HMS Avenger's ship's company then withdrew leaving Maj.-Gen. David Cranston, representing the EC, and Maj.-Gen. Jules Morillon, of the UN, to chair the talks.

Five hours later Maj.-Gen. Morillon emerged to announce the signing of an agreement for peace around Dubrovnik and expressed "cautious optimism" at the outcome of the negotiations.



● Left: At the table during peace negotiations on board the Avenger are, from the left, Maj.-Gen. Bobetko, from the Croat delegation; Maj.-Gen. David Cranston, of the European Community monitoring mission; Maj.-Gen. Jules Morillon, of the United Nations monitoring mission; and Major-General Stugar, Yugoslav National Army, who led the Serbian delegation.

● Below: Some of the refreshment provided on board HMS Avenger to help keep the peace negotiations flowing. From the left, LSTD Scott Bagen, Lieut.-Cdr. Ian Lockwood (Supply Officer), CPOSTD Tony Frowde, and LSTD Dave Stephenson.



AS part of a multi-national force HMS Avenger has been operating in the Adriatic, Britain's contribution to a NATO-Western European Union mission monitoring vessels attempting to break the UN arms and trade embargo against Serbia and Montenegro.

Although the NATO force does not yet have authorisation to send in boarding parties to check cargoes Force Commander Commodore Luftu Sancar, of the Turkish Navy, believes the deterrent effect is a powerful one.

"No doubt some of the vessels now staying out of the Adriatic were carrying war materials through before we arrived," he said.

"Their owners probably consider the risk of exposure too great to try and smuggle the cargoes through."

During the first two weeks the force was in operation over 200 ships were identified and monitored. Since then shipping in the area has declined dramatically.

Picture: PO(Phot) Vince Richards

York monitors Red Sea traffic



CARRYING out a routine boarding of the cargo vessel Blue Nile is HMS York (above) the first RN ship to participate in the multi-national force (MNF) embargo operations carried out in the northern Red Sea.

Merchant ships on passage to and from the port of Aqaba, in Jordan, are boarded to ensure their cargoes do not infringe UN sanctions on Iraq.

As well as the Rosyth-based destroyer, which joined the force while returning from Armilla patrol, the MNF is made up of ships from the USA, France, Australia, Spain, Greece, Belgium and Canada.

Vessels were boarded from dawn to dusk by

rapid roping from the ship's Lynx or by the ship's boats, as pictured right (during the night the merchantmen are corralled to be boarded the following day).

Parties, from all branches of HMS York were divided into teams, then searched the vessels, with average boardings taking two and a half hours.

On completion of her Armilla duties HMS York returned to Rosyth at the end of July.

Pictures: Lieut.-Cdr. R. C. Rusbridger.





Helping Hands



Culdrose pilots pull a few brush strokes



FOLLOWING the nationwide appeal by the Sunday Express for their "Paint a Hospital Campaign", trainee pilots from 705 Sqn. at RN air station Culdrose could do nothing less than rise to the challenge.

The 11 pilots, who have just finished their elementary flying training at RAF Linton on Ouse, volunteered to paint the most needy parts of Truro City Hospital and were given a helping hand by local TSW presenter Trish Williamson.

CHURCH FUNDS

PERSONNEL from 801 Sea Harrier Squadron cycled 970 miles from Yeovilton to Edinburgh and back on a sponsored Cyclethon. CAEA(WL) Andy Sales led the team which completed the round trip in seven days and raised £2,500 for the Fleet Air Arm Memorial Church and the HMS Ark Royal Charity Chest.



Bateson's run ashore

WEA apprentices of Bateson Division, HMS Collingwood, put their best feet forward for the Spastics Society by taking part in the Lychett 10 mile road race.

Sponsorship brought in £250 while other fund-raising events for the charity are also being organised.

Pictured taking a well-deserved break after the run are back, from left, WEA AAPs Iain Spowart, David Patterson, Sean Gaffney, Gareth Holebrook, James Griffin; front, Simon Turner, Paul Armstrong and Gareth Evans.

LOUISE BREATHES A SIGH OF RELIEF



DESPITE a 24-week course of intensive studies Part II and Part III Radio Operator trainees and their instructors of Kelly Squadron, HMS Mercury, have been able to think of others less fortunate than themselves.

CCY Dave Atkinson and CY Joe Morrin raised £719.50 for Action and Research for Multiple Sclerosis by running in the London Marathon while RO2 Lloyd Hopper is pictured with baby Louise holding one of the three respirator monitors Kelly Squadron donated to the baby unit at Southampton General Hospital.

Other charities to benefit from their efforts are St Mary's and Queen Alexandra Hospitals, Portsmouth and the Guide Dogs for the Blind Association.



Where there's muck . . .

UP TO their necks in it are members of HMS Ark Royal's ship's company who accepted a challenge from the Mayor of Leeds, Cllr. Denise Atkinson, to help provide a holiday centre for the city's children.

A former working farm, Lineham Farm, near Eccup Village, is to be converted to provide a centre for youngsters aged 7-16 who wouldn't otherwise have a holiday.

During their four-day stay the ship's company mucked out old stables, cleared the site of debris and prepared the farm for the contractors to move in.

A return visit has already been planned for next Easter when they will add the finishing touches and hopefully the centre will be open by May 1993.

Picture: PO(Phot) Chris North.



PORTLAND COLLECTS FOR CORY

RATINGS from RN air station Portland made a swift change to become the girls from St. Trinians, Clark Kent and the Joker from Batman to raise money for the son of the squadron's weapons instructor.

Four-and-a-half-year-old Cory Russell, whose father is POAEM(WL) Dennis Russell, suffers from cerebral palsy and Dennis and his wife Angela hope to take Cory to Budapest for treatment at the famous Peto Institute.

They need to raise £4,500 to cover the trip in September and so 702 Sqn. were more than happy to get them off to a flying start with a donation of £684.

The air station's Field Gun Crew have done their bit for the appeal by taking part in a sponsored aerobathon on Weymouth beach during which they raised £300.

A cycle ride to all the naval air stations in the south by bikers from HMS Osprey is also expected to raise plenty of money for Cory's visit.

Other donations include £1,077 from the RNBT, £1,000 from the Navy Special Fund and £50 from Portland's Officers' Club.

● Capt. Alistair Ross gets the 702 Sqn. fund off to a good start along with, back, from left, CPOAEM(WL) Mick Wilson, WRENAEM(M) Larrisa Swan-Taylor, WRENAEM(WL)s Debbie Swan and Tharlea Lloyd and, front, AEM(M) Jason Freeman and AEM(WL) Simon Wright.



Helping Hands



London faces the yellow peril

WHILE HMS London was at anchor off Southend, just prior to her visit to the City of London, Junior Rates from the WE Department found themselves facing a sticky situation during a sponsored custard bath sit-in.

Six intrepid WEMs took it in turns to sit in a bath filled with several gallons of the very finest lumpy custard the pusser

could provide to raise money for the Lucas and Kenton wards at St. Barts Hospital in London. Kenton ward is the

specialist children's cancer ward and has long been associated with the ship while Lucas ward deals with children who have just undergone surgery.

At the end of their 24-hour sit-in the wrinkled crew raised £640 for the hospital, a proportion of which came from fining the ship's officers as they visited the wardroom heads.

□ □ □

Four members of HMS Up-holder's crew took part in a sponsored charity bike ride to raise funds for the Freedom Fields Hospital Special Care Baby Unit, in Plymouth, and the Haven Children's Hospice, Chelmsford.

The riders cycled from Devonport Naval Base and arrived five days later in Chelmsford having raised £600 to be divided between the two charities.

□ □ □

The St. Helen's Portage scheme, HMS Opportune's adoptive charity, is £800 better off thanks to a sponsored cycle ride from Portsmouth dockyard to St Helens, in Lancashire.

□ □ □

The final total raised at HMS Temeraire's "collecting point" in aid of the Danny Partridge Fund was £7,328.63. LPT Tony Partridge was killed in a tragic accident in the Falklands last year and the money will go towards providing a secure future for his young son Danny. His wife Lorna and parents Fred and Jill would like to thank all those who contributed to the fund and who responded in true PT Branch fashion.

□ □ □

Three officers from HMS

Collingwood are looking for sponsors for their attempt at the Euro Auto Challenge in aid of the NSPCC. Anyone who can help should contact Lieut. Diver at HMS Collingwood.

□ □ □

Portland Air Traffic Control sent a team to the International Air Traffic Funspiel in Lahr, Germany, where they won a curling competition and first prize in the evening's "Skit" contest. The prize for the curling competition was a return ticket to anywhere in Europe for two, courtesy of Lufthansa Airlines, and it was decided to donate the prize to a charitable cause.

On return to the UK the sale of raffle tickets was brisk and a grand total of £766 was raised. Some of the money was used to buy medical equipment and videos for the Piam Brown Children's Cancer Ward at Southampton General Hospital while the rest was donated to action for Research into Multiple Sclerosis, at Sturminster Marshall, Dorset.

□ □ □

A sponsored run by a team from HMS Broadsword has raised £1,000 for the AB Emery Appeal. AB Emery was paralysed in a diving accident while the ship was on deployment in the West Indies.



Marathon run for the Forum

A TEAM of runners from RNC Greenwich raised £1,450 from their efforts in the London Marathon in aid of a local charity, the Christchurch Forum.

The Forum's main aim is to establish and run a fully accessible centre where groups of disabled and abled-bodied people can integrate and share a range of facilities.

The commanding officer of the college Cdr. Ed Searle presented the cheque to Mrs Iris Medhurst, a regular user of the forum. Also pictured are, back row, Sgt. Gary Hambrook, Paul Daniel; centre, Lieut.-Cdr. John Greene, Ian Owers, chairman of the Forum, Mrs Jennie Searle, Lieut. Dick Kerwood; front, Mrs' husband Charles Medhurst, who also ran the marathon, and Lieut.-Cdr. Peter Cain.



A SPONSORED walk of a 15-mile section of the South Downs Way from Coking to Buriton by nine members of HMS Nelson's Supply Department raised over £272 for the RN and RM Children's Home, South Africa Lodge, Waterloooville.

Pictured receiving the cheque from Lieut.-Cdr. Bill Edwards, (Supply Officer, Outstations) is a former resident of the home Mary Bryant, who recently graduated from Reading University with a degree in psychology and sociology. Also pictured are PO(SA) Ian Davies, the walk organiser, and the Commodore of HMS Nelson Cdre. Roger Lowndes.

DEGREE OF SUCCESS FROM HMS CAMBRIDGE



CYCLISTS from HMS Cambridge took part in a 120-mile sponsored cycle ride to Bristol to help pay for a new wheelchair for Steven Haydon-Foster.

Steven, a pupil at Dame Hannah Rogers School, at Ivybridge, HMS Cambridge's affiliated school, has cerebral palsy and needed an indoor/outdoor electric wheelchair to enable him to lead a more independent lifestyle.

The Cambridge team made good time over

the 120 miles, completing the journey in nine and a half hours and raising £300. They would like to thank HMS Flying Fox for providing overnight accommodation for a much-needed rest on completion.

Steven is pictured receiving his cheque from the commanding officer Cdr. Graham Edmonds along with S(M) Taff Thomas, Lieut. Tony Madge, CPO Paddy Carberry and S(M) Scouse Evans.

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Cutting a dash in Cornwall

THE FINAL port-of-call for the coastal training craft HMS Dasher in her deployment around Britain was the Cornish town of Bude, where about 1,000 people watched her enter the sea lock and berth in the canal, the first-ever visit to the town by a commissioned RN ship.

The visit, timed to coincide with the Canal Society promotion week, allowed the ship's company and the embarked midshipmen from Bristol University to enjoy the local surfing beaches, and a special barn dance arranged on the jetty alongside the ship.

During her month-long deployment from Portsmouth Dasher had rounded both John O'Groats and Land's End and transited the Caledonian Canal.

Girls on guard



A SMALL piece of history was made when the first all-Wren Ceremonial Colour Guard was paraded in HMS Drake. LWWT Miriam Wadley, and WWTRs Jane Upton, Deborah Randall and Joanne James (pictured l-r) were formally inspected by the Captain of HMS Drake, Capt. Mike Thomas, before they carried out their ceremonial duties.

Dragonboat success

AFTER three months of arduous training under the watchful eyes of Cpl Tracy Danks and LPTs Derik Nordon and Danny Chung, three teams representing HMS Tamar/HQBF set out to give their all in this year's Dragonboat Race, held in Stanley Harbour, Hong Kong.

Heats for the semi-finals went well with all three teams, the Ladies, Mens and LEPs, all qualifying.

Things then began to get tougher, but even so both the Ladies and Mens teams made it through to the final race — a fine achievement, having two teams in an event in which over 60 teams participated, the largest entry of Dragonboaters for some years.

The finals were, predictably, a hard struggle, with eventually the Ladies team achieving a worthwhile fifth position in their race, and the men finishing a very respectable fourth in theirs.

At the annual dinner and presentation of prizes the Guest of Honour, Mrs Edith Dickinson, presented the Dickinson Trophy, named for her son, Mne Steve Dickinson who died tragically during the 1988 Dragonboat season, to LWTR Scott Bell as the best overall Dragonboater. Awards for best male and best female Dragonboaters went to RO Smiley Miles and Wren Angie Parkinson respectively.

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We say a good insurance contract would enable them to cope should you die or be seriously ill. Insurance is also one of the most important means of long-term savings in Britain today.

So make sure you choose the right policy and, in this connection, the cheapest protection for your family is: **TERM INSURANCE** which pays an agreed cash amount — the sum insured if you die during a set period. Two types of term insurance that are highly sought after are: **FAMILY INCOME BENEFIT** policies, which usually pay the sum insured monthly as a regular income and **MORTGAGE PROTECTION** policies, which pay off whatever's owing on your home if you die. **WHOLE LIFE** policies pay the sum insured to your dependants whenever you die. This costs more than a term policy because it is bound to pay out in the end.

You can stop paying premiums at a particular age — say 60 or 65. But the sum insured plus bonuses (if a With Profits contract) continue to participate in future bonuses until a claim arises. Life insurance is also one of the favourite ways of saving for a long-term future.

ENDOWMENT policies combine life insurance protection for the family with savings for the future. You pay premiums for an agreed number of years, then collect the sum insured — usually with bumper bonuses on top. But if you die before the end of the policy, the sum insured is paid to your dependants, plus bonuses earned to date. **UNIT LINKED** policies also combine family protection with savings. A small part of your premiums pay for life insurance cover. The rest is invested in stocks and shares and other investments, which the Unit Trust Company chooses and manages for you. The total value of all those investments is split into units that belong to your policy. The amount you get back depends on what your units are worth when your policy pays out.

The value of the units can go down as well as up as the investments they represent fall or rise. This is not like an endowment insurance where investment gains in good years are added to your policy by way of bonuses which cannot be taken off, if bad times come along. It never rains but it pours, so how would you cope if you became seriously ill AND lost your job?

Latest figures from the Department of Social Security suggest that a man under 65 is five times more likely to become disabled than he is to die.

If this happened to you, the household bills and mortgage repayments would still have to be paid. You might require expensive specialist treatment or equipment not immediately available on the health service. At the same time, your income could well be small or none at all. To avoid this dreadful situation you can now buy insurance to pay out a cash sum immediately you are diagnosed as having a serious illness. This is called **DREAD DISEASE** or **CRITICAL ILLNESS** insurance. It will provide money immediately to buy something like a wheelchair, pay for expensive medical treatment or even a holiday for convalescence. Illnesses covered normally include heart attack, coronary artery disease requiring surgery, cancer, stroke, kidney and liver disorders. Should you be seeking to minimise your estate's potential liability to Inheritance Tax, then you can use life insurance to help meet any inheritance tax bills in several ways. One approach is to take out a Whole Life Policy in trust for one or more of your children or other beneficiaries, such as grandchildren.

A similar policy can be taken out on both the husband and the wife, payable only when the second partner dies. It is important to arrange such policies in a way that makes sure they are in trust for a beneficiary. Then the money from the policy passes directly to the beneficiary and is not included in your estate which would increase the amount of inheritance tax due.

The current threshold is £150,000 with anything over that being taxed at 40%. You may think £150,000 looks a lot. But when you remember what even a modest home fetches these days, you could soon be over the limit, especially when you add the contents, plus the proceeds from any life insurance and the lump sum provided by your pension scheme. As soon as this happens, the tax man will hold his claw out.

Finally, always make sure you understand the details of your policy and that it is exactly what you need.

For example, you shouldn't put every penny into a long-term savings for your family's future until you have first ensured that they will have a future if anything happens to you. And never be

tempted to take more risks than you can really afford just to make a fast buck.

Founded in 1816, the Customs Fund specialises in investments and life assurance including all the types of policies (and more) mentioned above. As a mutual life office, all the profits are paid to with profits policyholders, since there are no shareholders.

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| Income Plan | <input type="checkbox"/> | | |

2. A quotation for:

- | | | | |
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Mr/Mrs/Miss
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DIY scheme brings home improvements

AS PART of a package of measures designed to improve housing opportunities for Service personnel, in particular those affected by Options for Change, the Housing Corporation has announced an extension of their national Do It Yourself Shared Ownership (DIYSO) Scheme.

Sponsored by the Housing Corporation and administered by housing associations, the scheme operates only in England and enables those people who wish to purchase their own home, but cannot afford the full cost, to select a property on the open market and buy a share in it.

In order to qualify for the scheme applicants must be

- Leaving the armed forces as a result of Options for Change (other Service personnel leaving the Services interested in the scheme may apply and will be considered provided they meet the other DIYSO eligibility

requirements).

- A first-time buyer who cannot afford to buy a suitable home in any other way.
- Able to fulfil the status requirement of a building society or other source of mortgage finance should the applicant need a mortgage.

When a share of property is bought by mortgage or cash investment the remaining share is owned by the housing association who charge rent on that part of the property which they own.

Initially, the minimum share to be purchased by the individual is 25 per cent, the maximum 75 per cent, but further tranches can be bought over time to the point of total ownership.

A value limit is placed on the price of the property to be bought which varies from area to area, for example — a maximum of £80,000 applies in Greater London, Berkshire, Hertfordshire and Surrey, £75,000 for Hampshire and £39,000 for Lancashire, Yorkshire and Tyne and Wear.

The DIYSO programme is being operated through the Joint Services Housing Advice Office (JSHAO) in conjunction with three housing associations — North British (covering northern England), Orbit (the Midlands) and Moat (the South and West).

Anyone interested in the scheme should, in the first instance, contact JSHAO at HQ UKLF, Old Sarum, Salisbury, Wilts SP4 6BN (tel. 0722 336222 ext. 8350/8351).

They will then confirm eligibility, send a brief description of the scheme and then advise on the point of contact within the housing association operating the scheme in the area in which it is intended to buy. JSHAO will also confirm applicants' eligibility to the housing association.

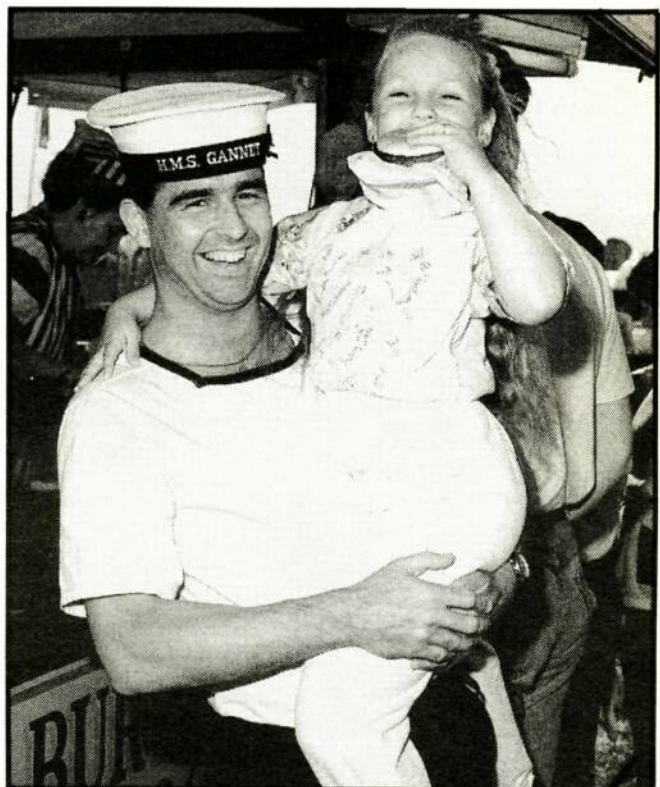
- The JSHAO officially opened for business in July and was set up in response to a recommendation of the Housing Task Force to provide timely advice on the complex range of housing options open to Servicemen.

Headed by Cdr. Bob Cribb, who takes up this appointment after nine months as a member of the MOD Housing Task Force Secretariat in London, the office will provide a focal point for housing advice to all serving personnel and to those ex-Service personnel who are still in married quarters.

Drake's award

LADIES from the Naval Families Services Centre in HMS Drake have received the MOD's Special Bonus Award in acknowledgement for the work they undertake as part of the Family Services support team.

WHAT A GANNET!



LS(MW) Jim Robinson's daughter Cheryl gets stuck into big eats at the 12th Scottish International Airshow, organised by HMS Gannet and the RAF Association at Prestwick.

Over 60,000 spectators saw attractions that included a helicopter assault with the Royal Marines Display Team and Band of Flag Officer Scotland and Northern Ireland.

Unfortunately, HMS Daedalus's last-ever Air Day at Lee-on-the-Solent was hit by heavy rain which curtailed the flying programme — but the organisers were still hoping to make a profit for naval charities.

BEARING UP IN GIBRALTAR

IF YOU went down to the home of Commander British Forces Gibraltar, Rear-Admiral Jeremy Sanders, you'd have been sure of a big surprise ... for over 100 bears — and children — from various Service nursery schools gathered for a morning of fun and entertainment in the grounds of the Mount.

The picnic is an annual event organised by Jean Stowell, the Royal Naval Playgroup co-ordinator who said: "With a lot of help from my Army and RAF colleagues and, of course, the Mount staff, the children

were given a day to remember."

One of the highlights was Terry Bredin's Magic and Puppet Show and spirits were also raised by CPO Bobby Fung and PO Brian Hayes who turned up in fancy dress.

Mum's the word



BABY wards at Plymouth's Freedom Fields Hospital have been renamed after the Navy's latest warships and submarines in recognition of the close links between the Service, hospital staff and patients.

Nurses, doctors and representatives from the various ships' companies were present when Flag Officer Plymouth Vice-Admiral Sir Alan Grose and Lord Mayor Ron Simmonds unveiled an oak plaque at the hospital before going on to tour the wards named after Norfolk, Trafalgar, Argyll and Lancaster. Each ward was also presented with the appropriate ship's badge.

"Naval personnel have supported the Maternity Unit with an awful lot of donations over the years, especially to the Special Care Baby Unit

and the Transitional Care Ward," said Hospital Maternity Unit Manager Elaine Fitzsimmons.

"I would hope that most reasonable people would see that our desire to associate the names of these maternity wards with Plymouth-based ships is a recognition of the close link that the Navy has with the hospital and the link that already exists with this city and the local community."

As sailors toured the hospital proud Mum Andrea Sayles showed off baby Ayla to members of HMS Argyll's ship's company — looking on are WEM(O) Ian Cocklin, dad PO(TS) Alan Sayles, LRO(G) David Doyle and MEM(L) Wayne Goode.

Picture: LA(Phot) Andy White

Heron's burger queens

PEDAL power took over from jet power at RN air station Yeovilton when the ladies from Heron Hive offered a "Phone a Barby" service to deliver burgers and drinks around the establishment.

Hive funds

From over 200 orders the ladies managed to raise £200 for their Hive funds and although it was hard work, organiser Bev Walton added: "It was a lot of fun for everyone and we'll do it again."



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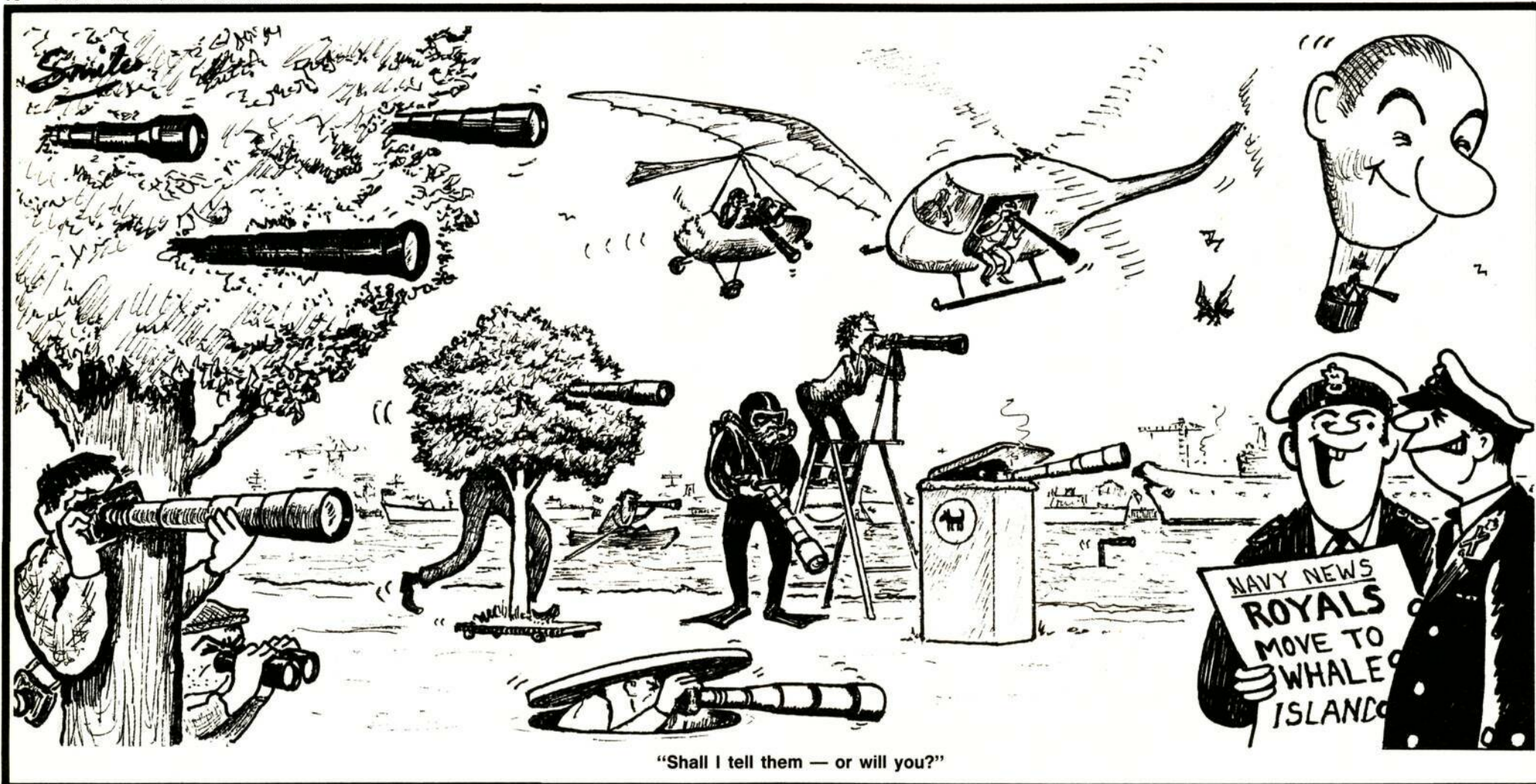
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NEWSVIEW

Is your style lack-lustre?

STANDARDS of dress and fashion evolve endlessly — whether for the better depends as much on personal taste as on quality, style and practicality. Part of the driving force for change lies in the demand for easy care and maintenance — non-iron, drip dry and all the rest.

Boots and shoes in their various guises have long formed a vital part of the Serviceman's official attire, with some versions more favoured than others. But the aim nowadays is to shed official footwear as soon as duty allows. That highly-polished shoes are less evident while trainers and sneakers flourish is borne out in a report on shoe polish firms from the Monopolies and Mergers Commission which describes "reduced interest on the part of consumers in the appearance of their shoes." Many people see shoe polishing as "messy and time-consuming," it says.

Generations of Servicemen learnt to buff and bull their boots in a variety of drastic ways, with spoons and even hot poker (not to be recommended) as well as liberal doses of spit and polish, not to mention elbow grease. Some methods probably did more harm than good.

Apparently the great shoe care decline began with the end of National Service in 1959. Another possible reason is that car travel and shopping malls mean your shoes don't get so dirty!

So, is it a change for the better and do civvy walking-out shoes which shine as brightly as the uniform gear make you feel better and stiffen moral fibre? Can striding out in flashing footwear really put you one step ahead of the guy with the tatty trainers?

Well-won awards

OFFICIAL recognition — finally — for those who helped clear hazardous mines in the Northern Gulf after the end of last year's war will be warmly welcomed.

Award of medals involves specific rules, seldom easy to devise and almost certain to produce anomalies. So the GSM, with clasp, award is richly deserved, as is that for personnel, many of them Royal Marines, who carried out relief work among the Kurds. These duties also brought the well-merited award of the Wilkinson Sword of Peace.

This page reports proposed location changes for some sections of the Royal Marines. But, as these awards show, it is not place that is important but people, their bravery, and their humanitarian response to the next job or crisis.

MARINES ON THE MOVE

New RM HQ in Portsmouth

A NEW headquarters for the Royal Marines in Portsmouth has been announced by the Minister of State for the Armed Forces Mr Archie Hamilton.

The proposed movement of the headquarters from London, and transfer of some Royal Marine posts from Plymouth and Poole, will ensure closer integration between the Royal Marines and the Royal Navy, and introduce

shorter and more effective lines of communication throughout the Royal Marines organisation.

A substantial Royal Marine presence will remain at Plymouth and Poole.

The new HQ Royal Marines will include the Department of the Commandant General Royal Marines, now in London; Headquarters Commando Forces RM, now in Plymouth; and Headquarters Training and Reserve Forces RM, now in Poole.

It will be set up in Portsmouth on April 1 1993, initially in interim accommodation in Creasy Block at HMS Nelson's Gunwharf site, moving to new offices to be built on Whale Island by mid to late 1994.

Plymouth will remain the long-term home for 3 Commando Brigade Royal Marines and most of its units (some 3,000 personnel). About 700 personnel will remain at RM Poole (up to 1,000 with trainees).

Consultations will now be held with departmental trades unions before a final decision on

the proposals is made.

● Defence Secretary Malcolm Rifkind sampled life with the Commandos when he witnessed an amphibious landing by the Royal Navy and Royal Marines on Browdown Beach, in Lee-on-Solent.

After joining the assault ship HMS Fearless, where he received a briefing on the operations, he went on to visit RFA Sir Bedivere before travelling ashore in a RM rigid raiding craft.

There he watched men and vehicles from Plymouth's 3 Commando Brigade come ashore from landing craft and pontoons.

"I have tremendous admiration for the capabilities of the Commandos," said Mr Rifkind after the exercise, "and today has ably demonstrated why they are held in such high esteem."

● Below: Royal Marines from Y Company 42 Commando are pictured taking part in an amphibious assault on Browdown Beach, Lee-on-Solent — RFA Sir Bedivere is pictured in the background.

Picture: PO(Phot) Al Campbell.

Gold medals

AT a special parade to mark the 50th anniversary of the first Royal Marine Commando Unit, 40 Commando, awards gained by personnel in Northern Iraq during Operation Haven, were presented by Major General Robin Ross, in command of RM Commando Forces.

40 Commando, now based at Norton Manor, near Taunton, was formed in 1942 and quickly saw war-time action in the Dieppe Raid and later in Italy and Yugoslavia. More recent operations included the Falklands War and the assistance to Kurdish refugees during Operation Haven.



"Argyll, the state's whole thunder born to wield..."

HMS Argyll (left), second of the Duke Class Type 23 frigates, is seen here undergoing sonar trials off the British Underwater Test Evaluation Centre, Kyle of Lochalsh.

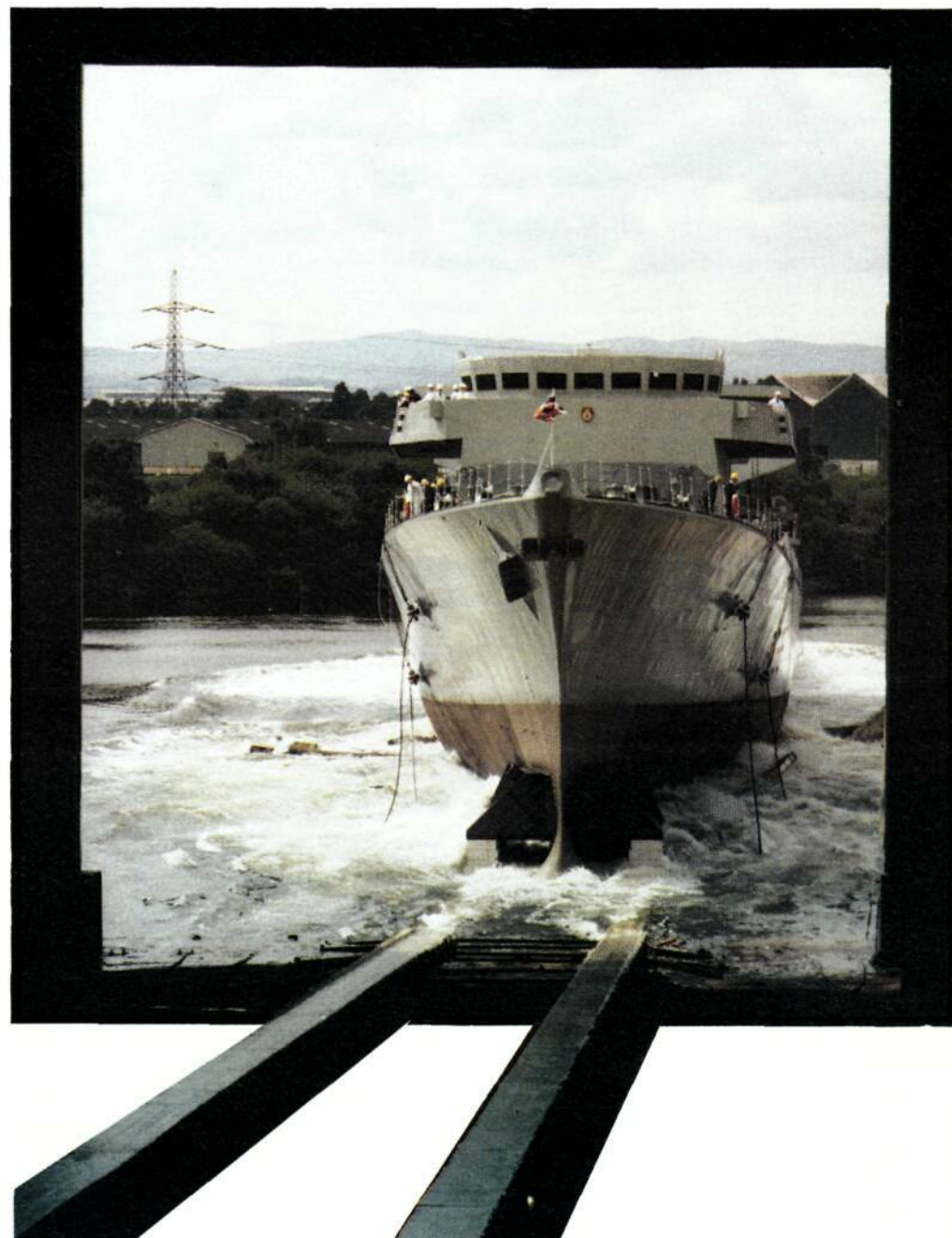
... and Montrose, the legend reborn

DURING World War II the first HMS Montrose had a distinguished career, earning six battle honours including the Dunkirk evacuation and the invasion of Normandy.

Now the "Admiralty Design" destroyer leader is followed by the seventh of the Duke Class Type 23 frigates, seen here entering the water at Yarrow's Clydeside yard.

Launched by Mrs Edith Rifkind, wife of the Secretary of State for Defence, HMS Montrose, like the rest of her 12 sisters, is designed mainly for an anti-submarine role.

Fitted with towed array sonar, she will carry the new Merlin helicopter and will be armed with Harpoon surface-to-surface and vertical launch Sea Wolf point defence missiles as well as a 4.5 inch gun.



MAKING THEIR MARK ON THE MEKONG

CAMBODIA in the rainy season means the waterways soon take over from the roads as the best — if not the only — hope of getting around.

So Naval Party 1042 has also raised its profile as the main part of the British support for the United Nations peacekeeping force, with most of the RN team now deployed out of Phnomh Penh to patrol bases along the Mekong and Tonle Sap and around the coast.

Most navy sites are also colonised by UN Civil Police and Military Observers, protected by armed escorts.

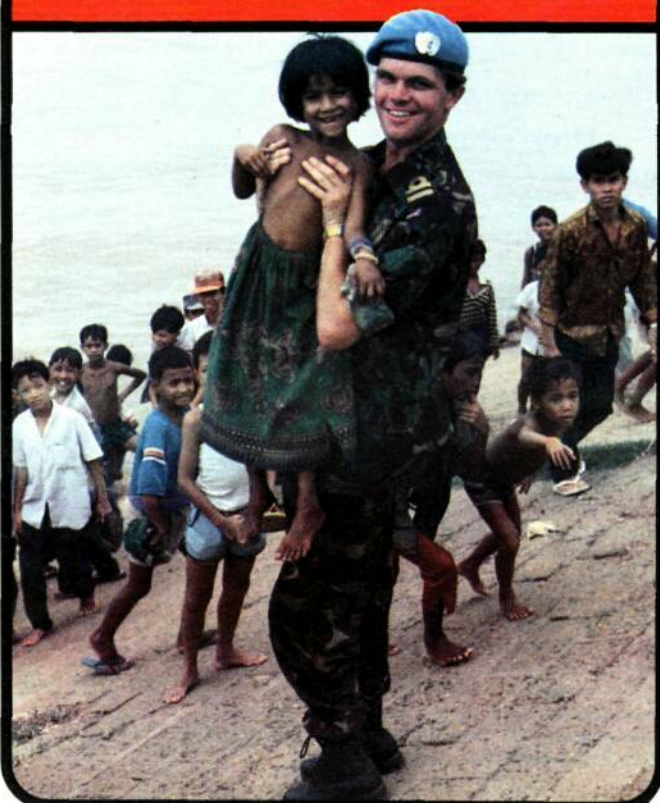
Using Soviet-built patrol craft provided by the Cambodians, the 70 naval per-

sonnel are tasked with keeping the maze of rivers and lakes open to navigation, deterring movements of arms while the UN Transitional Authority of Cambodia — 16,000 strong — supervises demobilisation of the country's armed factions over the next 15 months.

The Royal Navy also has a mine clearance unit at Phnomh Penh and a training team at Pailin, teaching former Khmer Rouge guerrillas to deal with the thousands of unexploded mines that lit-

ter the country.

Below — Lieut. Mark Lemon, topped with the distinctive UN blue beret, raises a smile from one of the latest generation hoping for a better life in war-torn Cambodia.



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POINTS EA



● Above — the Band of the South Korean Navy welcomes HMS Invincible (right) as she arrives at Pusan at the start of a six day visit.



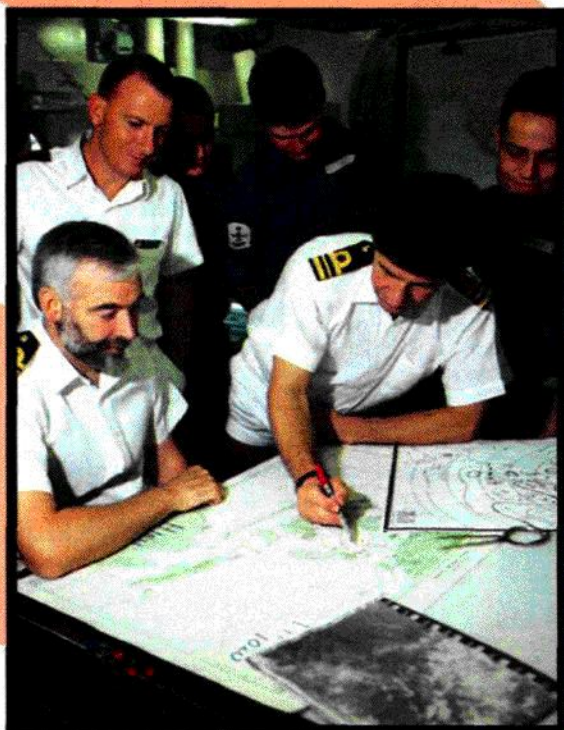
Weather eye on typhoons

TYPHOONS are a constant preoccupation for the weather men in HMS Invincible — she has been at 24 hours' notice to sail from Hong Kong to give her a breathing space of 200 miles from land should violent tropical storms threaten.

Says the ship's Meteorological Officer Lieut.-Cdr. Nick Hammond: "The problems lie not only with the wind speeds but with the high seas which are phenomenal, with waves over 14 metres.

"Typhoons never move in straight lines — they can be heading away from you and then suddenly turn back on themselves. If one caught you out it would really spoil your day . . ."

● Right — Shooting the breeze — Lieut.-Cdr. Hammond with Cdr. Charles Stevenson and (behind, left to right) PO Steve May, LA Charlie Salter, NA Nial Montgomery and LA Richard Turner.



Sorry, just not feeling peckish . . .

BREAKFAST on board the Japanese destroyer Umigiri is definitely an acquired taste — unless you can face cuttlefish with garlic and cloves and a bean yeast sauce over rice at 0600.

Lieut. Rob Vitali from HMS Invincible — for whom cuttlefish is strictly for the budgies — was steeling himself to sample the sushi when he found his considerate hosts had served him up an omelette instead . . .

Rob was two days out of Yokosuka on a joint exercise between the Royal Navy — Invincible plus HMS Newcastle and the RFA Fort Austin — and five ships from the 4th Escort Group of the Japanese Maritime Self Defence Force, several of whose officers had also exchanged to the RN ships.

Communications checks by Staff Warfare Officer (Comms) Lieut.-Cdr Philip Jones had been clockwork-smooth — which was just as well, as the ships ran into thick fog with visibility down to a few hundred yards on departure.

But 15 miles south of Tokyo Bay the weather improved and they were able to get down to business, with cross deck operations allowing RN Sea King and Lynx helicopters and JMSDF Sea Hawks and Sea Kings to fly from each of the eight ships — a unique experience for the young Japanese pilots.

Later the group split into two to conduct a simulated surface action engagement that went on through the night, followed by an air defence exercise involving five of the Invincible's Sea Harriers which made simulated attacks on all the ships.

Pay phone

The visiting Japanese Admiral Muranka was invited to the Bridge by Rear Admiral John Brigstocke to watch the Harriers burn off the deck at 15 second intervals — a sight that visibly impressed the whole Japanese contingent.

Meanwhile Rob Vitali was equally struck by the mod cons in the Umigiri, a multi-purpose destroyer with anti-air, anti-surface and anti-submarine capabilities, eighth of the Asagiri Class and commissioned in March last year.

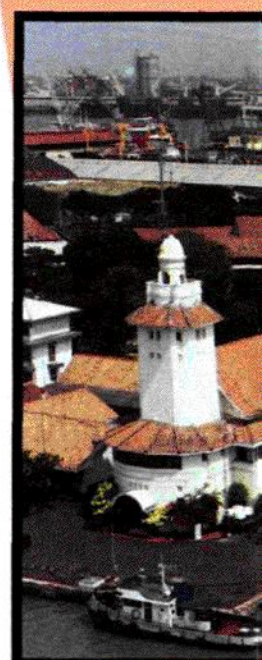
These included an air-conditioned, all-weather capable Sea Hawk helicopter — and a pay phone on the bridge.

The Invincible's commanding officer Captain Fabian Malbon commented: "This was a unique opportunity to operate with the JMSDF — and the Fourth Flotilla Force ships were impressively maintained, well handled and operationally effective.

"We had no difficulty at all in co-ordinating with them.

"It was a classic example of the benefits of a deployment like Orient 92, where the Royal Navy is able to participate in bilateral exercises a long way from home — a capability we must continue to practise, as was shown in the Gulf conflict last year."

● Right — Rear Admiral Brigstocke welcomes the new Governor of Hong Kong Mr Chris Patten on board HMS Invincible after her return from Japan.



Pic

ST



Cook relics voyage down under

WHEN she arrives at Fremantle, Western Australia, at the end of next month HMS Boxer will hand over relics of Captain Cook to the Endeavour Replica Project — a full-scale working copy of the famous explorer's ship which it is planned to sail to Greenwich along Cook's own return route from the South Seas.

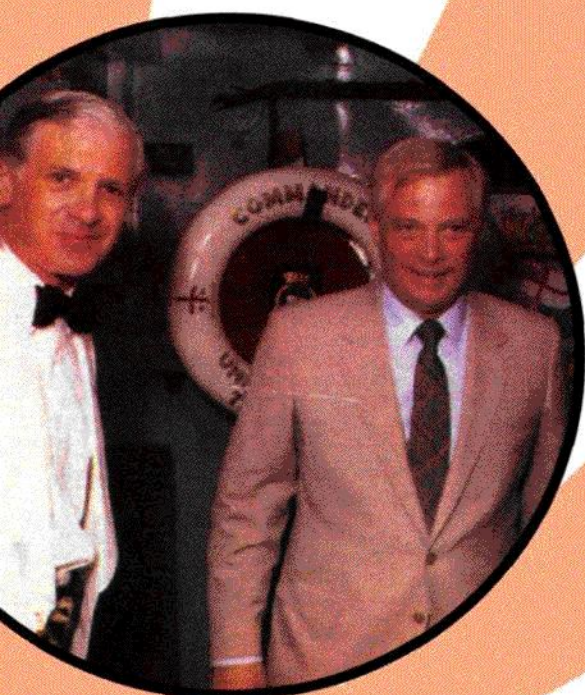
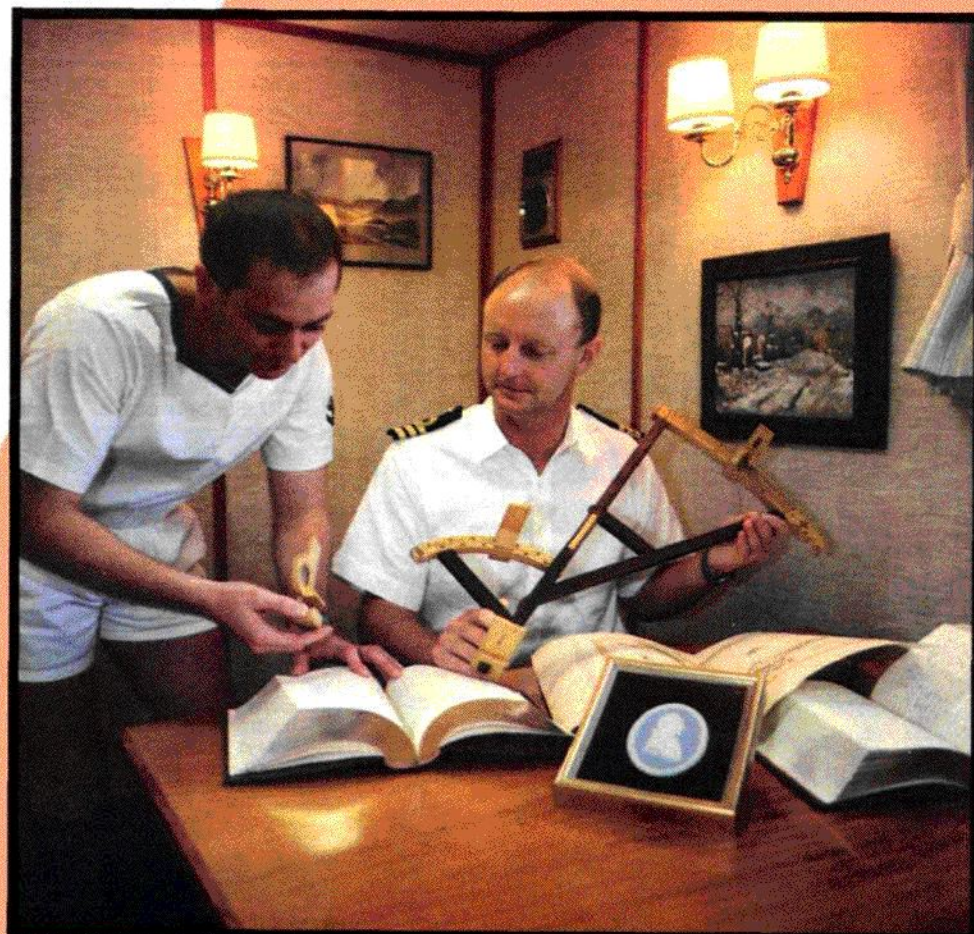
The National Maritime Museum has been involved in the project since it was first set up in 1988 to mark Australia's Bicentenary.

The Endeavour barque was Cook's ship on his first great voyage of 1768-71 and the navigation instruments he used and other artefacts will be on display at Fremantle while the replica — now more than half finished — is in building.

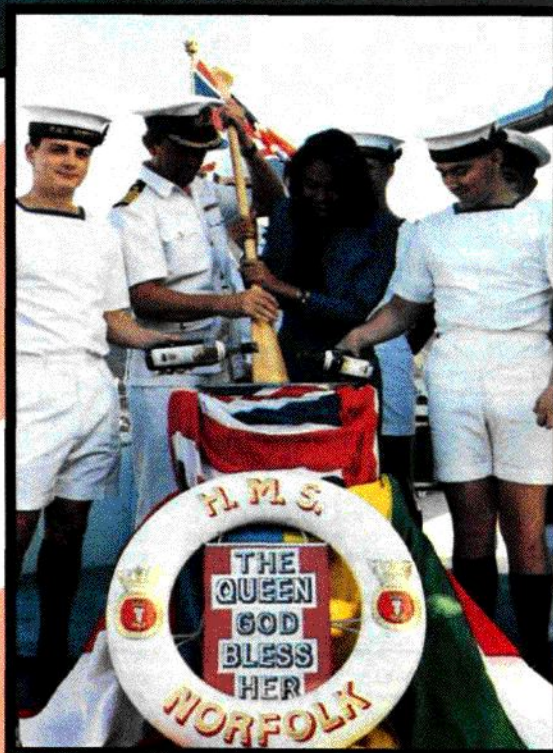
It is planned she will stay at Greenwich for six months before returning on permanent display at the Australian Maritime Museum, Sydney.

● Right — Cdr. Richard Ibbotson, commanding officer of HMS Boxer, and LStd Bob Costin with Cook's sextant and other memorabilia.

● Below, left — HMS Boxer in Surabaya, Java.



tures: PO(Phot) Phil Ball
PO(Phot) Fez Parker
LA(Phot) Dave Trish



Norfolk in Whicker's World

DOYEN of travel broadcasters Alan Whicker, visiting Brunei for a documentary on the country and its Sultan, was a guest on board HMS Norfolk when she held a cocktail party at Muara, home of the Royal Brunei Navy.

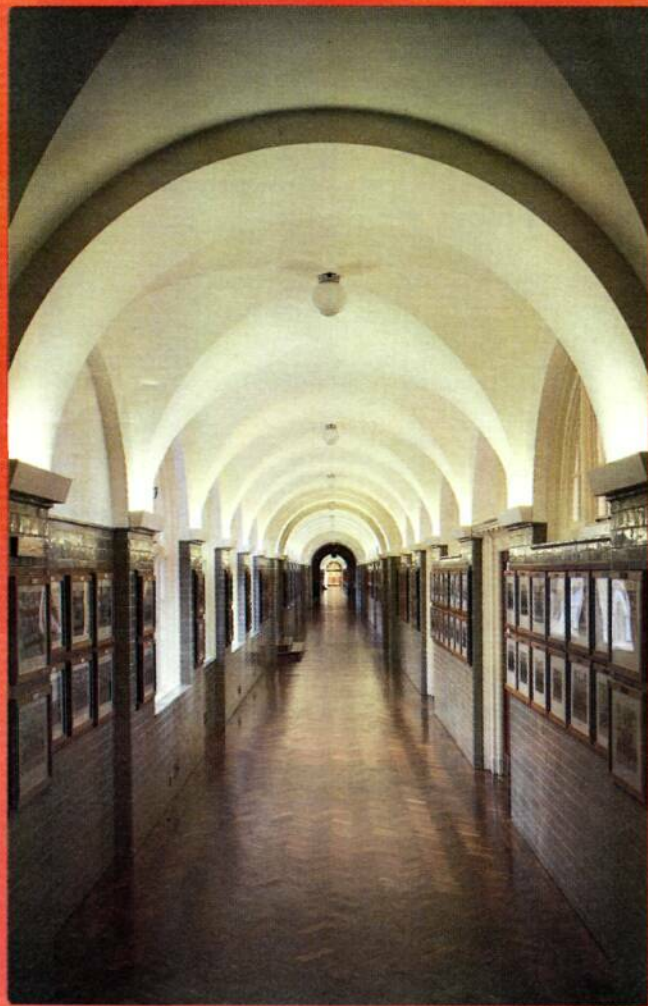
Orient 92 is taking RN ships to the Far East countries seldom visited in recent years — but the Type 23 frigate's Executive Officer, Cdr. Graham Ramsay was no stranger to the place — he had commanded the patrol boat KDB Perwira in 1979-80 while on loan service with the RBN.

The Norfolk, seen (above) passing the RBN's Officers Mess at the entrance to Muara Harbour, exercised with units of the Sultan's Navy and met a number of RN personnel still serving there. As she left, Alan Whicker's crew filmed her departure from her Lynx helicopter.

An earlier visit to Mauritius prompted some of the Norfolk's ship's company to spruce up the Tameron Cheshire Home for elderly and handicapped people, tackling painting, plumbing, carpentry and rewiring jobs while (left) local beauty "Miss Look of Mauritius" helped stir the ship's Christmas pudding with the help of Capt. John Lippiett, MEM Gordon Banks and MEM Slick Thyer.



Memorable alma mater



Above: Running the length of Aston Webb's original building is the impressive, vaulted main corridor, with the Senior Gunroom at one end and the College Chapel at the other. Right: Day by day — and especially on ceremonial occasions — the resident Royal Marines Band performs on the College's parade ground.

"A CROSS between a workhouse and a stable" was how Britannia Royal Naval College Dartmouth — more properly, HMS Dartmouth — was described when it opened in 1905.

The regime was certainly hard and the accommodation for several years extremely cramped — but it was the place's physical appearance that was under discussion.

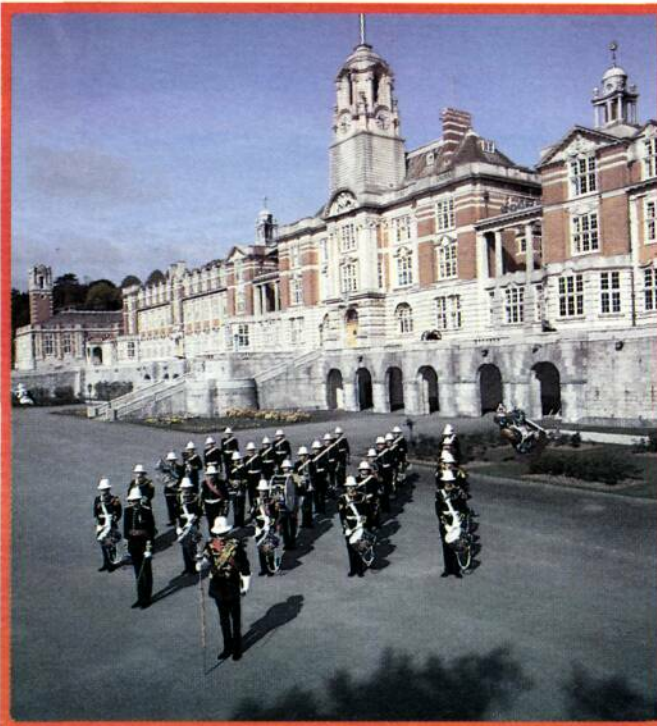
It was felt that the brick and stone facade — now comfortably mellowed — looked gaudy against the hillside above the Dart. Yet the Prince of Wales, well-known for his preference for traditional architectural forms, says it provides "an imposing and memorable backdrop to this lovely Devon town."

In a foreword to a new guide

to BRNC (Pitkin Pictorials, £1.75) he notes that Dartmouth occupies a special place in the memories of all Naval officers who have passed through — "Even though it is now 20 years ago, I remember my own time at BRNC as if it was yesterday."

This handsomely produced little booklet will recall all the familiar faces and places — not least the impressive vaulted main corridor, where many a man has measured his length on the always highly polished floor. "Even today the visitor needs to exercise caution..."

— JFA



STRINGBAGS CARRY BURDEN OF AIR COVER

No 830 Sqn Fleet Air Arm was the first air unit to arrive in Malta to take the fight to the Italians in 1940 — in the middle of a raid with the airfield at Hal Far littered with cars and buses to deter an expected invasion force.

Luckily, with the low landing speeds of the Swordfish of the former 767 Training Squadron — based at Polyvestre in the South of France until the capture of Bordeaux — all the aircraft came down without mishap.

For a while, with the famous handful of Gladiators, the "Stringbags" made up almost the entire air force on Malta.

Agusta

In *Faith, Hope and Malta* GC (Newton Publishers £16.95) Tony Spooner describes how they were first used (not very successfully) as dive bombers on the Sicilian port of Agusta, where the Italians kept most of their submarine fleet.

Later they were employed in their more familiar role, torpedoing enemy ships with considerable success mostly in night raids — daylight attacks were suicidal for the lumbering 100mph biplanes.

They were joined by the Albacores of 821 Sqn and a reformed 828 Sqn from North Africa and then by 826 Sqn. There is a chapter of the second great siege of the George Cross Island that has often been overlooked. As the author points out, the FAA men — so ably supported by their ground crews — shared the common regret that they were left with no personal emblem of what they had to endure — until the Malta Government announced the issue of the commemorative Malta Medal in April this year.

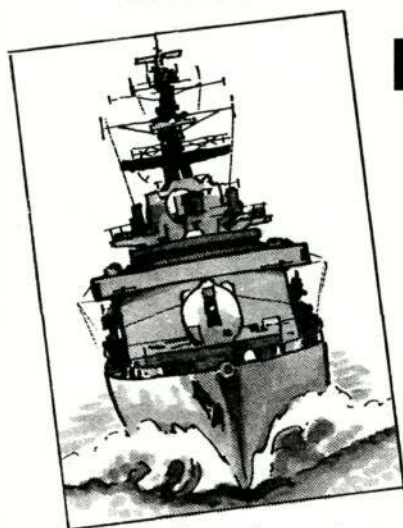
— JFA

Autobiography expanded

AND who are you? is the title of Adrian Gallegos' autobiography. His background is certainly intriguing — born in Rome, to a Spanish painter father and English mother, he lived in England, Spain and Chile before the Second World War.

Then he joined the RNVR, served with the Special Forces, was captured by the Germans and eventually escaped... This central wartime story, originally published under the title *From Capri to Oblivion*, is now fleshed out with a "beginning" and an "end". Published by the Adelphi Press, it costs £14.95.

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WELLS FOR OUR TIMES? WATCH THIS SPACE...

"THE stranger came early in February, one wintry day, through a biting wind and driving snow, the last snowfall of the year, over the down, and carrying a little black portmanteau in his thickly gloved hand..." It's the sort of opening sentence that defies you to read it and not be hooked — who is the stranger? What is he carrying in that sinister-sounding black bag?

H. G. Wells's *The Invisible Man* was first published in 1897, at more or less the same time that Louis Lumiere was patenting a new invention called the Cinematographe, so it's hardly surprising if the story and the medium have been bumping into one another ever since. The latest appearance, if that's the right word, of Wells's enduring creation is called *Memoirs of an Invisible Man*, currently on release in the Fleet.

The presence of Chevy Chase in the title role might lead one to surmise that this version is played for laughs — and indeed the comical aspects aren't neglected — but mainly the movie presents as a thriller, with our hero chivvied and chased by a collection of nasty scientists, secret agents and beefy hitmen, his only protection, as much a drawback as an asset, being the fact that no one can see him.

The film doesn't shirk the logic of the situ-

ation. For instance — does a hamburger eaten by the invisible man itself become invis-

Screen Scene

ble? Negative, responds the movie, and alerts us to the presence of, though mercifully spares us the sight of, a slowly ingesting Big Mac, free-floating above the pavement at about lower intestine level.

Last month Oliver Stone's marathon investigation into the Kennedy assassination was released on 16mm. Now a different slant on the affair is offered by *Ruby*, the story of the man who assassinated the assassin, if that's what Lee Harvey Oswald was. At least there was never any doubt as to Jack Ruby's guilt, since the shooting took place on live television, in front of an audience of millions. His motives, however, were far from clear and have been the subject of speculation ever since.

Owner of a seedy Dallas nightclub, connected to high-ups in both the police force and the underworld, Ruby never disclosed for whom, if anyone, he was acting. As played by Danny Aiello he comes across as a fascinating, almost tragic figure, his life an obstacle course of pressures and obligations, violent at times yet given to acts of gener-

sity, such as his unwavering loyalty to a bedraggled showgirl, touchingly played by Sherilyn Fenn.

In the end the film subscribes to a similar notion of pervasive conspiracy as suggested by Oliver Stone. Its picture of JFK himself, however, is rather less flattering than fans such as Stone have previously allowed. The director is Brit John Mackenzie, an expert in underworld matters ever since he made *The Long Good Friday*.

Lastly, a quick video round-up. Among recent releases on tape are *Billy Bathgate*, also an underworld yarn, the story of 1920s crime boss Dutch Schultz, seen through the eyes of his gofer Billy; it's worth seeing for several reasons, not least for the curious casting of Dustin Hoffman as the mercurial Schultz.

The Addams Family is a big-budget adaptation of the old TV comedy series, which in turn was based on Charles Addams' macabre cartoons. The opening shot of a band of cheerful carol singers outside the Addams residence, with the family up on the roof manoeuvring a vat of boiling oil into position, sets the tone for what follows. And for anyone looking for something really offbeat, why not try *Barton Fink*, a weird and wonderful yarn set in 1930s Hollywood, and as gripping as it's bizarre.

— Bob Baker

Men of note and unsung heroes

ANTHOLOGIES are mostly shallow affairs these days — too often badly edited with glaring omissions or, worse still, inclusions of dubious merit.

From an historian as distinguished as Stephen Howarth you expect a more discerning collection and in *Men of War — Great Naval Leaders of World War II* (Weidenfeld and Nicolson £30) you get it — 31 essential biographies that sit comfortably in a single volume.

Alongside the familiar names — nine of them are British — is a fair sprinkling of personalities whose achievements belie their comparative obscurity. One of these "Unsung Heroes" is Admiral John Godfrey, a brilliant Director of Naval Intelligence who fell victim to jealousy and political expediency.

As David Brown — who also contributes a chapter on Somerville — explains it, Godfrey's run of success after the break into the U-boat cipher, coupled with his courting of the US agencies which would eventually prove invaluable to the Allied war effort, did not endear him to all his peers.

They resented his assumption of the lead in "joint" projects — his was, in any case, "undoubtedly the outstanding

service intellect" — and pressed their Chiefs of Staff to ask Admiral Dudley Pound not to renew his appointment.

"Because at CoS meetings the DNI had occasionally pooh-poohed assessments dear to the military and air force hearts, the Chief of the Imperial General Staff and the Air Staff willingly obliged." And Pound, to his discredit, caved in to preserve co-operation between the rest of the Joint Intelligence Committee.

Unfair

It was, indeed "a manifestly unfair decision" — and worse was to follow, so far as Godfrey personally, if not the country he had served so well, was concerned.

He spent the rest of the war as Flag Officer Commanding Royal Indian Navy, where his influence was again felt worldwide. Auchinleck proposed he be created a Knight Commander of the Star of India after he created a naval administration which continued to work well after Independence — but a politically inspired mutiny (which Godfrey helped quell with a nicely judged statement on the radio) put this aside as the post-war British Govern-

ment wished to avoid offending the future ruling party.

Thus Godfrey was shamefully the only full Admiral of the Royal Navy in the Second World War not to be knighted.

The biographies — many by authors who have already produced standard works on their subjects — are set out with war service sandwiched between resumes of earlier and subsequent careers, providing a useful, quick source of reference.

Dönitz, as Admiral of the Fleet Lord Lewin agrees in his foreword, is rightly included — "a truly aggressive and professional director of submarine operations" for all his Nazi zeal.

Raeder, as Keith W. Bird admits, gains admission less for the accomplishments of the navy he commanded for 15 years than for his role as the symbol of the failure of German naval leadership in the era of the world wars.

Coherent

Under Raeder, Germany's navy became neither a shield for merchant vessels — the primary function of any armed fleet — nor a coherent part of a national strategy, "but something which existed and planned virtually for its own sake alone."

Simple humanity, as Nelson observed, is a prime quality of leadership in war. It should not be surprising then, that instances of compassion and good humour abound in *The Guinness Book of Military Anecdotes* (Guinness £14.99) — but it is a pity that compiler Geoffrey Regan did not find many to include in the naval section.

Sometimes, indeed, senior

officers' humour could be a little heavy-handed. Poor Strahan, a sailor in HMS Kent who when under the influence took it upon himself single-handedly to attack — and then with a little help capture — a Moorish fort, was later brought before his Admiral who, feigning anger, upbraided him for acting without orders.

"Well, if I am flogged for this here action, I will never take another fort by myself as long as I live," the simple soul muttered as he left the cabin.

But the light of reason does not always shine on admirals either. Irresistible is the story of an American admiral who, spotting a blip on the radar screen, ordered his radio operator: "Tell that ship to alter course fifteen degrees."

The word came back requesting him to do the same — and a further demand met with the same response. "I am an admiral of the United States Navy," the exasperated sea dog bawled into the microphone. A calm voice replied: "And I am a lighthouse..."

At least the 18th century French Admiral Suffren did his best to keep his men happy, promoting the idea of "campaign marriages" for sailors forced through lack of space to sleep two to a bunk, with veterans paired with novices as the Greek generals used to advise.

As an alternative for those who resisted the appeal of his matchmaking service Suffren set up three well-greased barrels of tallow, with holes of different diameters bored into them at varying heights...

This is a good collection, too, for all its paucity of naval stories — and despite the banality of their introductions.

— JFA

John Godfrey (above) received no honours or awards for his wartime service, the only full admiral (or equivalent in the other Services) to be thus snubbed. His true worth is evaluated in Stephen Howarth's *Men of War — Great Naval Leaders of World War II*.

Picture: Imperial War Museum.

Our man at the front

LIEUT.-Cdr Nigel Huxtable with fellow Gulf War correspondent Kate Adie at the launch of *The Shield and the Sabre* (HMSO £19.95), the story of the Desert Rats' role in the liberation of Kuwait. Many of the photographs were contributed by "the first Naval officer into Iraq" who supplied pictures for the paper produced for the troops by *The Sunday Times* — *The Sandy Times* — and provided Navy News with a report from the front on the support provided by Navy helicopters for the ground troops.



Picture: Mike Perring, Soldier Magazine.

Puny resistance to Nazi stranglehold

"REVISIONISM" is the word they use to dignify spurious scholastic studies of the Third Reich — David Irving is its best-known practitioner.

It is a pity that Patricia Meehan's *The Unnecessary War — Whitehall and the German Resistance to Hitler* (Sinclair-Stevenson £18.99) sometimes teeters in the same direction, for while it is obviously carefully researched it is clear that she has gone all out to justify the charge that the British Government deliberately ignored the chance of supporting home-grown opposition to Nazism.

The problem with this is that there was no unified Resistance with a capital R. As Saddam Hussein has lately shown — and he has learned Hitler's own lesson well — it is a very hard thing indeed to topple from

within a dictator who has vested the entire apparatus of the state and army in himself. Eventually the state and its apparatus stand or fall with the leader — and the alternative, a power vacuum with the prospect of anarchy, is seen as being equally undesirable by outsiders.

Bottom line

If the evil can be contained, well and good — then and now, that is the temptation otherwise responsible governments fall into. The bottom line, of course, is that it very often can't.

So while Chamberlain, Henderson, Eden and Halifax remain shackled to the bar of history to account for the catalogue of errors Meehan parades here — and in truth

there's not much arguing with them — it is unfair to suggest that the few voices from the wilderness they heard could have inspired them with any confidence over the prospect of a successful uprising.

Bullies only understand one language — and it is a pity that the effect of Duff Cooper's mobilisation of the Fleet at Scapa Flow during the Czech crisis of 1938 was not better appreciated at the time.

At 8p.m. on September 27 Goebbels told newspaper editors of an ultimatum that would be presented to Czechoslovakia at 2p.m. the next day. At midnight the news of the mobilisation was picked up from the news agency wires. By 1a.m. Goebbels was issuing a denial of the ultimatum — and by 4a.m. insisting that it had never been conceived...

— JFA

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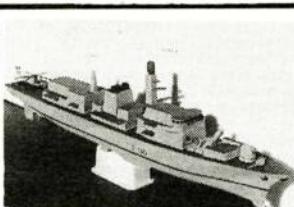
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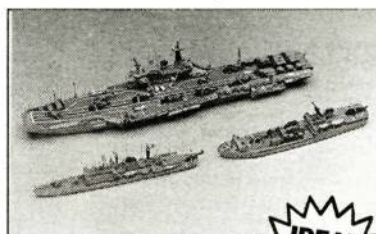
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Reunions

HMS Dreadnought: A reunion will be held at the Post House Hotel, Birmingham on May 1, 1993. Details from Mr. D. A. Tull, 11 Wheatclose Road, Barrow in Furness, Cumbria LA14 4EJ (tel: 0229 824975).

TS Newfoundland: In conjunction with HMS Newfoundland Association a dinner-dance, to celebrate the 50th anniversary of the founding on TS Newfoundland, will be held at Park Hall Hotel, Wolverhampton on Sat., October 31. Details from Alan Hall, 40 Wood End, Handsworth Wood, Birmingham B20 1EW (tel: 021 3576303) or Lawrence Russell, The Cedars, Kemberton, Shifnal, Shropshire TF11 9LH.

HM ships Fleet Air Arm Association: The annual Guernsey remembrance weekend will take place on October 2-3 and the 50th remembrance weekend will take place at Plymouth on May 15-16. Further details from James Duckworth, 87 The Hove, Mordishaw, Runcorn, Cheshire WA7 6EE (tel: 0928 718109).

HMNZS Philomel: Members of the New Zealand branch of SOCA and Victoria branch Submarine Association of Australia attended a reunion at HMNZS Philomel, Devonport, New Zealand to celebrate the submariners' 90th birthday year.

HMS Ocean Assn.: Members of the association gathered in Malta to celebrate the 40th anniversary of their sailing from Grand Harbour. During the visit Mr. R. E. Thompson visited the naval cemetery at Kalkara to pay his respects to former shipmate Michael J. Kelleher, a naval aviator who died in Bighi Hospital on July 30, 1949. If any relatives of Michael Kelleher would like a photograph taken of his grave please contact Mr. Thompson, 1 Highbury Ave., Canley, Doncaster DN4 6AW.

HMS Pearl (1935-46) Assn.: The 57th anniversary of the first commissioning and the 50th anniversary of the ship's adoption by Padiham, Lancs., were celebrated in Padiham in April. For further details of the association please contact Geoffrey Lancaster, 1 Rowsham Court, South Hill Ave., Harrow-on-the-Hill, HA1 2NX (tel: 081 422 2357).

HM ships Chichester (1975-77), Conqueror (1977-80), Courageous (1977-80) and HMS Opportune (1982-84): P. E. Robinson, Top Flat, 17 Canada Grove, Bognor Regis, West Sussex PO21 2DW would like news of any reunions.

B7, Grettens Group (1943-44): A 50th anniversary reunion to mark Convoys HX231/ONS5/SC130 is planned for Liverpool on May 29 1993. Details from Allan Martin, 2 Smythe Rd., Swindon Village, Cheltenham, Glos. GL51 9QU (tel: 0242 527393) — please enclose s.a.e.

HMS Ajax and River Plate Veterans Assn.: will hold their next reunion at the Union Jack Club, Waterloo on Oct. 28. Details from Eric Smith, 18 Will Adams Court, Jeffery St., Gillingham, Kent ME7 1EZ (tel: 0634 571608).

Submarine Old Comrades' Assn., Shropshire Branch: Denis Alderman, 43 Webb Cres., Dawley, Telford, Shrops. TF4 3DS would like to hear from old submariners in the Shropshire area with view to forming a branch and holding reunions.

HMS Kellington: A decommissioning ceremony will be held in Portsmouth on Sept. 24 to which all ex-Kellingtons and their guests are welcome. Details from Andy Thomas on 0705 822351 ext. 22942.

HMS Figgard, RNATE, Duncan Division (1943-46): A reunion to mark the 50th anniversary of entry is contemplated for 1993 and a small group meet regularly in Portsmouth to plan the event. H. J. Clapson (Nip), 14 Court Lane, Cosham, Portsmouth PO6 2LN (tel: 0705 377415) or E. Matthews on 0705 379346 would like to hear from all ex-Duncans of that entry or any persons who may have clues as to the present whereabouts of members.

Wartime Ark Royals Assn.: will hold their 41st anniversary reunion in Portsmouth on Nov. 14. Details from Geoff Denny, 25 Andover Lodge, 94-98 Parkstone Rd., Poole (tel: 0202 716673).

HMS Raleigh (1991-92): All Nelson 47s interested in a reunion at Christmas contact STD McLellan (Taggart), 3P Mess, HMS Liverpool, BFPO 327.

RN Patrol Service Assn.: reunion will take place at the old Port Division Lowestoft on Sept. 26-Oct. 3. Details from John Dunn, 12 Grampian Way, Oulton Broad, Suffolk NR32 3EW (tel: 0502 564344).

HMS Black Swan (1939-53): The next reunion will be held in Paignton, Devon on April 16-18. All former "mucky ducks" please contact John Dunstan, 47 Abbotshurst Rd., Newton Abbot, Devon TQ12 2NS (tel: 0626 54294).

Artificer Apprentices, Exmouth Division 1942: The Royal Fleet Club, Devonport, was the venue on July 15 for the 50th anniversary reunion of the division of HMS Figgard. A company of 38 attended the dinner which was presided over by event organiser Pete Veale. If any reader knows of the whereabouts of any other members who may have been unaware that the reunion was taking place contact F. A. Bennett, 26 Marina Parade West, Lee-on-Solent, Hants PO13 9LW.

HMS Cavalier (1961-63): The second reunion will take place at the Friendly Hotel, Boldon, Newcastle-upon-Tyne on Oct. 2-3. Details from Sid Anning, 14 Kipling Gardens, Crownhill, Plymouth, Devon PL5 3DD (tel: 0752 768201).

COMMENGB Gibraltar (1979-80), including Windmill Signal/RXR Stations and Northfront: A reunion is being planned for 1993. Anyone interested contact Pussier Hill (ex-CCY) on 0705 731153 or Mac McWilliams (ex-LRO(G)) on 0705 294417.

Bomb Range Marker Wrens, HMS Landrail, Skipness: A reunion will be held in Tarbert, Loch Fyne in Sept. Details from Mrs Val Bain, 161 North End, Basingstoke, Royston, Herts SG8 5PD (tel: 0763 243665).

HMS Figgard Series 14, 1952: Anyone interested in a reunion please telephone Pat Addy on 0705 465436, evenings.

Russian Convoy Club, West Riding: A new branch has been formed. Details on 0274 871206, 0422 248087, 0924 442805 or 0532 792098.

Escort Group B6: A 50th anniversary reunion of the Battle of the Atlantic will be held in Liverpool on May 26-30. Details from Jimmy Gully, 6 Netherwood Gardens, Cheltenham GL15 8LG.

TS Comus (Wallsend SCC) will celebrate their golden jubilee this year and a reunion is planned for ex-cadets and other interested parties on Oct. 25. Details from CPO(SCC) T. Nisbet, 34 Hollings Crescent, Wallsend, Tyne and Wear NE28 91N (tel: 091 263 8772).

HMS Howe Assn.: The next reunion will be held at the Royal Sailors' Home Club, Portsmouth on March 27. All ex-Howes not already in touch contact Reg Goldsmith, 28 Hamtun Crescent, Totton, Southampton, Hants SO4 3PA (tel: 0703 862927).

HMS ships Anson, Howe, Aurora, Penelope, Sirius, Dido and Abdell, USS Boise, The 1st Division Airborne (Operation Slapstick): A holiday-reunion-pilgrimage to honour the naval and military casualties will be made to Taranto, Italy in Sept. 1993. Other smaller units are also welcome. Details, enclosing s.a.e., from Gwyn "Taff" Evans, 68 Beverley Grove, Blackpool FY4 2BE.

846 Sqn. (1962-64): The second reunion of the squadron will be held at the Nautical Club, Birmingham on Oct. 3. Details from Dave Saltmarsh on 0371 850398 or Dave Soven on 0322 385054 after 1800 hrs.

FAA Assn., Ford (Peregrine) Branch: will hold their first charter dinner at the Pebble Beach Restaurant on Sept. 26. Details from B. R. Bingham on 0903 770295.

HMS Abatos: The 50th anniversary reunion will be held in Southampton on May 8-9. Details from G. Bowden on 0703 790596 or 0703 785748.

Nautical Club, Birmingham: Bookings for reunions are now being made for 1993. For details contact Norman Bickley on 021 643 7786 ext. 9475.

HMNZS Gambia: A reunion to commemorate the 50th anniversary of commissioning will be held in Hokitika, New Zealand on Sept. 23-24 1993. Any former ship's company who served during 1943-45 and who wish to attend contact Jack Stuart, Kanieri PO, Hokitika, New Zealand.

HMS Gambia Assn.: will hold their sixth annual reunion and AGM at the RNA Club, Leamington Spa, on Sept. 19-20. Details from Les Newman, 3 Coppice Rd., Whitnash, Leamington Spa CV31 2JE.

1st Destroyer Flotilla (1942-45) Assn.: will hold their reunion and AGM at The Royal

Sailors' Home Club, Portsmouth on Oct. 9-11 — the dedication of the Douglas Clark memorial at St Ann's Church will also take place. Details from Arthur Renshaw, 1 Western Ave., Nantwich, Cheshire CW5 7AH (tel: 0270 624006).

HM Rescue Tugs Veterans Assn.: held a reunion in Campbeltown (their wartime base) on June 20-21 which was attended by 60 members. The association was formed in Hull last year and all former "tatty lads" are welcome to join. For details contact Arthur Alsop, 32 Bellfield Ave., Hull HU8 9DT (tel: 0482 781471) or Jim Williams, Eminent, 39 Belgrave Dr., Anlaby Rd., Hull HU4 6DR (tel: 0482 508984).

Exeter Flotilla: The 1992 Trafalgar Day Service will be held in Exeter Cathedral on Oct. 25. The volunteer band of the Devon and Dorset Regiment will play in the cathedral and the collection will be shared between the Mission to Seamen and cathedral general funds. Details from M. W. G. Fawcett, Comfort House, Bradninch, Exeter, Devon EX5 4NN (tel: 0392 881351).

HMS Warwick: Survivors of the ship held their sixth reunion in Warwick on June 12-14 where guests of honour Capt. D. I. Rhodes was piped on board by a side party of cadets from TS Bachante. The following morning a service of remembrance and thanksgiving was held in the chapel of the Lord Leicestershire.

Algerines Assn.: Thanks go to Geoff Hayhoe, Flat 8, Daryl House, 102 Newtown Rd., Newbury RG14 7BY (tel: 0635 41218) for organising the eighth annual reunion held in Portsmouth on May 8-10. Anyone who served in the Fleet Minesweepers please contact him for further details of the association.

HMS Ganges Assn.: held their 11th reunion at Butlins, Skegness on April 24-26 with 809 members together with their wives and guests in attendance. Plans are already in hand for the next reunion on April 23-25. Details from Dickie Doyle, 16 Stowe Grove, Birmingham B36 8AY (tel: 021 747 3680).

HMS Avenger (1942): To commemorate the 50th anniversary of the ship's loss a memorial service will be held at the Cenotaph Whitehall on Nov. 22 at 1400 hrs. Details, enclosing s.a.e., from Mrs M. Townsend, 52 Grosvenor Rd., Twickenham TW1 4AE (tel: 081 892 3916).

HMS Kemerton (1962-63): The 30th anniversary of the ship's commissioning was celebrated by former members of the ship's company and their wives at Kemerton, Glos., on June 5-7. Anyone who served in her who is not already in touch contact Colin (Pancho) Brett, 14 Marquis Gardens, Barnby Dun, Doncaster DN3 1DX (tel: 0302 883331).

HMS Trinidad: A large company attended a reunion and service of remembrance at HMS Drake on May 17 to mark the 50th anniversary of the sinking of HMS Trinidad in the Arctic. Anyone requiring an official group photo of the event or other memorabilia contact Frank Pearce, 61 Longmead Rd., Paignton (tel: 0803 520078).

HMS Spartan: Survivors of the ship, sunk at Anzio on Jan. 29 1944, are advised that the annual reunion will be held at Birmingham on Jan. 30. Details from G. R. Smith, 6 Shallow Rd., Wigston, Leics. LE8 1DY (tel: 0533 883484).

HMS Hermione: To commemorate the 50th anniversary of her sinking after being torpedoed by the German submarine U205 some 40 survivors, together with their wives, were entertained on board Hermione's successor, the Leander class frigate of the same name, in Liverpool. Thanks to Capt. A. K. Backus and Lieut. Cdr. C. Collins. Further details of the association are available from Ron Fleming, 7 Highbury Ave., Layton, Blackpool FY3 7DL.

Shipwright and Engineer Officers (Hull): with over 1,000 years of service, held their annual reunion dinner in HMS Sultan on May 8. Cdr. Keith Thomas presided and guests of honour were the Chief Naval Engineer Admiral Sir Robert Hill and Capt. A. D. Ferguson, captain of HMS Sultan.

HMS Bicestor L34: The annual reunion, held in Bicestor, was enjoyed by former shipmates and their families along with the ship's company of M36. The weekend closed with a church service at St. Egbert's. Details from B. R. Iles, 27 Inghurst Way, Tadley, Nr. Basingstoke RG26 6DF.

Tribal Assn. (1935-45) will be holding a reunion on Nov. 8 and another in Blackpool in May 1993. If you served in HM ships Afridi, Ashanti, Bedouin, Cossack, Eskimo, Gurkha, Maori, Mashona, Matabele, Mohawk, Nubian, Punjabi, Sikh, Somali, Tartar and Zulu contact John Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY (tel: 071 511 9216) for further details enclosing s.a.e. If you served on a Canadian Tribal HMCS Athabaskan, Haida, Huron or Iroquois please also contact Mr. Bull.

North Russia Club will hold their eighth annual reunion and dinner/dance at the Swallow Hotel, Eagle Dr., Northampton on Oct. 24. Details from Les Jones, 35 Neargates, Charnock Richard, Chorley, Lancs. PR7 5EY (tel: 0257 791632).

HMS Cossack Assn., 8th Destroyer Flotilla and L03 Cossack Survivors: Thanks go to all those who attended the first reunion dinner and standard dedication at TS Cossack in Crawley, in June. The first dinner and dance has been arranged for Nov. 7-8. Details from G. W. Toomey, 1 Parkhurst Rd., Prenton, Birkenhead L42 9LA (tel: 051 608 6831).

HM ships Clarbiston and Wiston: Any former shipmates interested in opening an affiliation with either of these two places please contact R. Watson, of the Ton Class Association at Llys-Yr-Eog, High St., St Dogmaels, Cardigan, Dyfed SA43 3ED (tel: 0239 614125).

County Class Cruiser: Worcester police would like to trace the owner of a well-thumbed photograph album which includes pictures of a battleship photographed on a Far Eastern tour between the Wars, plus many other pictures. The large blue album was found lying in Windermere Dr., on April 20 but so far no one has reported it missing. For further information contact S. J. London, 9 Morrish Close, Claines, Worcester WR3 7PF (tel: 0905 53043).

The Galatea Gazette: W. G. Easton, Sherwood, Bay View Rd., East Looe, Cornwall PL13 1JW has in his possession The Galatea Gazette edited by C. T. Dean giving details of the Galatea in the Mediterranean from Sept. 1935-36. Anyone interested in the book please contact him at the address above.

HM Submarine Spiteful 1943 (4th Submarine Flotilla, Trincomalee and Fremantle): It is hoped to arrange a reunion on the 50th anniversary in 1993. Would former crew members contact J. N. C. Davies, End of the Strand, Riverside East, Newton Fellers, Plymouth PL8 1AE or R. O. Weston, Ruslake Park, Coolgarden St., Mundaring 6073, Western Australia.

HMS Constance Assn.: held their first reunion at the RNA Club, Leamington Spa on June 6 with attendance of nearly 150 including the President Cdr. A. V. Lyle. This was such a success that already plans are being made for a second reunion. For association details contact Ernie Balderson, 43 Old Place, Sleaford, Lincs NG34 7HR (tel: 0529 413410).

Algerines Assn.: Rene Reunbrock, 171 Voorhavenlaan Bv 6, B8400 Ostend, Belgium would like to thank all shipmates of the association who made him feel so welcome when he attended their reunion this year. M. Reunbrock regularly visits Ostend war cemetery and is more than willing to act as a guide to visiting shipmates.

8th Destroyer Assn. (1945-63) will hold their fifth reunion at Scarborough on Sept. 12. Details from 1 Melbourne Crescent, Stafford, ST16 3JU (tel: 0785 44188).

HMS Kenya: The 50th anniversary of the adoption of the ship by the city of Derby is being celebrated in Derby on Sept. 11. Guest of honour will be Capt. Dickens, a survivor of the Dorset, the last of the nine convoy ships to be sunk before the five survivors reached Malta. Anyone interested in attending contact C. A. Webb on 061 248 6508.

HMS Fittleton (1976): A memorial service will be held at Fittleton Church on Sept. 20. Any shipmates (RN/RNR) who served in HM ships Fittleton and Curzon, or other minesweepers who were in the NATO Exercise Teamwork 1976 who assisted in the rescue when 12 men were lost when she was sunk after being in collision with HMS Mermaid, are welcome to attend. Details from Stu Whately on 0722 327630.

HMS Sussex RNR Hove: An informal reunion for ex-RN permanent staff members will be held at the Home Club, Portsmouth on Sept. 19. Details from A. W. Bartle, 9 Jubilee Rd., Portladies, Sussex BN14 1SU (tel: 0273 410068).

HMS Legion (1940-42): A reunion is being planned in Cheltenham for Nov. Anyone interested please ring Eric Smith on 0634 571608 or F. Moore on 0480 545029.

HMS Ocean Assn.: will hold their fifth annual dinner and dance at the Home Club, Portsmouth on Oct. 24. Tickets, £17, can be obtained from W. T. Brown, 108 Oaklands Rd., Bexleyheath, Kent DA6 7AL, cheques made payable to HMS Ocean Association (Social Account). Membership of the association is open to all ex-Ocean shipmates, subscription £4 annually.

42 Commando RM (MT) Section (1959-62) will hold their first annual reunion at the Home Club on June 5. Any ex-members of the unit contact Mr. R. A. Hunt, 26 Liddards Way, Purbrook, Waterlooville, Hants PO7 5QW (tel: 0705 262427).

RN Communication Chiefs' Assn.: will hold its 24th reunion in HMS Mercury on Sept. 19. This is the last reunion before transferring to HMS Collingwood in 1993. Details from Tony Beasley, 83 The Causeway, Petersfield GU31 4LJ (tel: 0730 264 265).

Wren Air Mechanics (1968-79), serving and ex-members are invited to a reunion at RN air station Yeovilton on Sept. 12. Details from Mrs Terry Taylor, 103 Lower Fairmead Rd., Yeovil, Somerset BA21 5SR (tel: 0935 26250).

HMS Kipling: A painting of the Second World War destroyer which belonged to its captain, the late Sir Aubrey St. Clair Ford, has been presented to the Hotel for the Royal Navy, Weymouth. It was handed over to the hotel management by members of HMS Kipling Association on June 13 and now hangs proudly in the main dining room.

HMS Leeds Castle: A reunion for those who took part in Operation Corporate will be held at the Chesterfield Hotel, Chesterfield on Sept. 26. Contact Dave Shoemaker on 0665 712598 after 1700 hours.

Exmouth (Figgard) and Duncan (Caledonia) Artificer Entry 1946: An informal skittle evening will take place at the China Fleet Country Club on Oct. 10 for classmates and their wives. Details from Ivor Norsworthy, 22 Thornhill Rd., Marnhead, Plymouth PL3 5NE (tel: 0752 663330).

HMS Easton: The 50th anniversary of the ship's commissioning will be held at the Nautical Club, Birmingham, on Dec. 7. Details from Albert (Wires) Watts on 0527 60664.

SOCAL London Branch will hold their dinner, memorial parade and service in HMS President near Blackfriars Bridge, London. Tickets, £17.50, should be ordered by Oct. 17 from Alec Wingrave, 58 Tintern Rd., Carshalton, Surrey SM5 1QQ (tel: 081 644 3876).

HMS Royal Oak reunion and memorial service will be held in Southsea on Oct. 9-11. Any members of HMS Pegasus who gave invaluable help to survivors are also welcome. Details from Joe Instance, Flat 8, New Priory Gdns., West St., Portchester PO16 9UH (tel: 0705 388960).

HMS Cossack (1938-41): The next reunion will be held at TS Cossack, Crawley on Nov. 7-8. Details from R. Doring on 0277 364228.

278 Sqn. (Air Sea Rescue) Sept. 1944: J. E. Wright, 31 Warrenne Rd., Brockham, Betchworth RH3 7JY (tel: 0737 843097) is searching for the whereabouts of Lieuts. N. C. Langdon and L. A. R. Atkins on behalf of Vic Motherwell. The two men rescued Flt-Lieut. Motherwell and his crew when their Halifax, of 420 RCAF Sqn., returning damaged from Kiel, ditched in the North Sea.

Naval Firefighting Crews, HMS Pembroke: J. Fawke, 31 Dunard Rd., Shirley, Solihull, West Mids. B90 2HR, is trying to trace photographs of the naval firefighting crews who were based in the TA Centre in Bexley Heath, Kent, during 1977 to January 1978.

South Atlantic Station/Murmansk: RNVR (SA) Division Ex-Servicemen request veterans who visited the South Atlantic Station or conveyed to Murmansk to kindly donate any old photographs, a badge, cap tally or any other relevant memorabilia to the new Simonstown Museum in the event of desiring your ship to be represented. Send them to G. Middleton, PO Box 28287, Sunnyside, 0132, South Africa.

Calling Old Shipmates

425 Sqn, RM: Members would like to thank Navy News for the help in making their reunion so successful. Those not already in contact please write to Terry Easingwood, 17 West Park Close, Leeds LS8 2ED (tel: 0532 666418).

HMS Ibis: Anthony Lea, PO Box 1510, 6750 Kaiserlautern, Germany would like to hear from shipmates who survived her sinking 50 years ago.

HMS Rosemary: The recently formed LCG and LCF Association would like to establish contact with any surviving members of the sloop HMS Rosemary whose ship's company lost six members in a fatal attempt to save lives from one of the two LCGs which foundered with the loss of 80 officers and ratings off Milford Haven on April 15, 1943. They would also welcome enquiries for membership from any RN or RM personnel who served in LCGs, LCFs and LCMGs. Contact Jack Bruen, 15 Rosal Ave., Little Stoke, Bristol BS12 6JT.

LCT 2230 and 2339: Would any former shipmates contact ex-POMM John (Jack) Howells, 30 Sandhurst Dr., Penn, Wolverhampton WV4 5RJ (Tel: 0902 337082).

HMS Narbathacher (1945-46): Ex-PO Radio Mech. (AR) R Johnson, 21 Leaverholme Close, Cliviger, Burnley BB10 4TT (tel: 0282 27226) would like to hear from shipmates who served with him in MONAB 8 — they joined their RNAs at Kai Tak, Kowloon.

HM ships Duff, Palomares (last commission) and Porlock Bay: Bernard Griffiths, 2 Marlborough Close, Leominster, Herefordshire HR6 8LN (tel: 0568 613595) would like to hear from old shipmates.

HMS Berwick (1961-62): Budgie Burgess, 310 Copnor Rd., Portsmouth PO3 5DD (tel: 0705 672 915) would like to hear from ex-AB Tomo Thompson, last known address SB Gladys Lower Upnor, Nr. Rochester, Kent.

HMS Royal Sovereign: Mr. R. J. Fisher, 38, Walnut Tree Road, Dagenham, Essex, RM8 3JB, who joined the Royal Sovereign in Spring 1939, wishes to contact E. B. Mackenzie, S. E. Crouch, Bill Hefferman and E. C. Moore, whose names appeared in the book "Royal Sovereign and her Sister Ships".

HMS Glamorgan (1966-69): Rocky Rockett, Punchy Hindley and Budgie Burgess would like to hear from Pip Southern, Legs Lehey, Robin (Cookie) Cook and Ginge Pollard. Tel: 0705 261509.

LCH 317 (1944-46): E. Parry, 15 Haywood Close, Alderley Edge, Cheshire SK9 7PP would like to hear from former shipmates with a view to acquiring photographs of the ship and ship's company.

LST 12: Twelve former shipmates are already in touch but they would like to hear from others with a view to a reunion marking the 50th anniversary of the ship being commissioned. Contact ex-Sig. Tom Hill, 114 West Dr., Cleveleys, Blackpool FY5 2JG (tel: 0253 821184).

HMS Harrow and LST 406 (from 1942): Ex-AB Dave Robson (Robbie), c/o St Vincents, Binstead Rd., Ryde, Isle of Wight PO33 3NB (tel: 0983 564978) would like to hear from former shipmates.

HMS Howe: Ron Austin (RM Bunny/Ausie), 9 River Rd., Ermington, New South Wales 2115 Australia, would like to hear from former shipmates, especially the King's Badgesless Squad and in particular Fred Fish.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month:

THIS month saw two big convoy battles and a costly raid on Tobruk, made to relieve the pressure Rommel was exerting on the Army at El Alamein.

North Atlantic Convoy ON127 was beset by a wolf pack of 13 U-boats, all of which attacked. Twelve freighters and a destroyer were sunk; only one U-boat was damaged.

After the disaster of PQ17 in August it was urgent to get supplies to Russia. PQ18, which included 40 merchant ships, sailed with an escort of a cruiser, escort carrier and 18 destroyers. Subjected to heavy air and submarine attacks, 10 ships were sunk but 41 enemy aircraft were destroyed and three U-boats sunk.

The raid on Tobruk was made by a small force of destroyers and an AA cruiser, carrying 350 Royal Marines, and some 20 MTBs and MLs carrying another 150 troops, an inadequate force to attack a heavily defended port. Two destroyers and the cruiser were sunk and most of the troops were taken prisoner.

During the month 114 merchant ships, totalling over half a million tons, were sunk, most in the North Atlantic as a U-boat offensive gathered pace.

Principal events included:
3: HM Canadian A/S Yacht Raccoon sunk by U-165 in St. Lawrence River.

11: HMCS Charlottetown sunk by U-517 in St. Lawrence River.

12: HMS Faulkner sank U-88 off Bear Island, Barents Sea (PQ18).

14: HMS Coventry badly damaged off Tobruk by air attack. Later sunk by HMS Zulu. HMS Sikh damaged by fire from shore batteries off Tobruk. Taken in tow by HMS Zulu, but tow hit and cut by shore battery fire. Sikh sank. Later, Zulu attacked by German aircraft and sank while in tow 100 miles from Alexandria. HMCS Ottawa sunk by U-91 East of Newfoundland (ON127). HM ships Dido, Javelin, Jervis, Pakenham and Paladin bombed Daba in Egypt in support of Army. HMS Onslow and Swordfish from HMS Avenger sank U-589 off Bear Island (PQ18). RAF Sunderland sank Italian submarine off Algiers.

15: RAF Whitley sank U-261 off Faroes.

16: HM submarine Talisman sunk by mine in Sicily Channel. HMS Impulsive sank U-457 off Murmansk (PQ18).

17: HM trawler Waterlily sunk by German aircraft off Dungeness.

20: HM M/S Leda sunk by U-435 off Spitzbergen (Convoy OP14). HMS Somali torpedoed by U-703 off Jan Mayen Island. Taken in tow by HMS Ashanti (QP14).

23: RAF Catalina sank U-253 off N. Norway (QP14). HMAS Voyager beached in Betano Bay, Timor, after attack by Japanese aircraft. Later blown up by own crew.

24: HMS Somali broke in two and sank in gale while in tow by HMS Ashanti.

26: HMS Veteran sunk by U-404 in N. Atlantic.

29: HMAS Nizam and SAAF aircraft intercepted Vichy French ship Amirial Pierre off

"... melted like a cloud in the silent summer heaven"

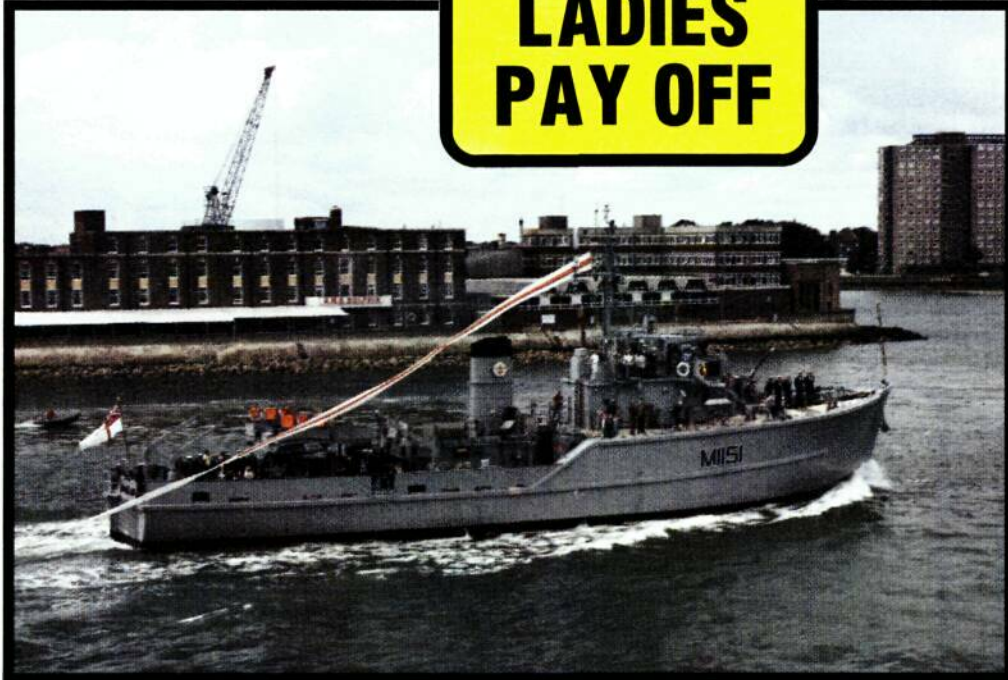
FIRST of the Polaris submarines to decommission, HMS Revenge here says her last farewell to Faslane with a cloud of red, white and blue balloons symbolising the end of her long stint as custodian of Britain's independent nuclear deterrent.

During her three commissions — she was actually the last of the Polaris boats to enter service in 1970 — the Revenge steamed 419,242 miles and completed 56 patrols.

Arriving at Rosyth, she was visited for the last time by her sponsor, Lady Law, wife of Admiral Sir Horace Law. It was a sad day, she said — but she was happy that her original hope had proved true and that the Revenge had served her purpose by not having had to use any of her terrifying weapons.



TWO OLD LADIES PAY OFF



Time's wheel runs back 37 years

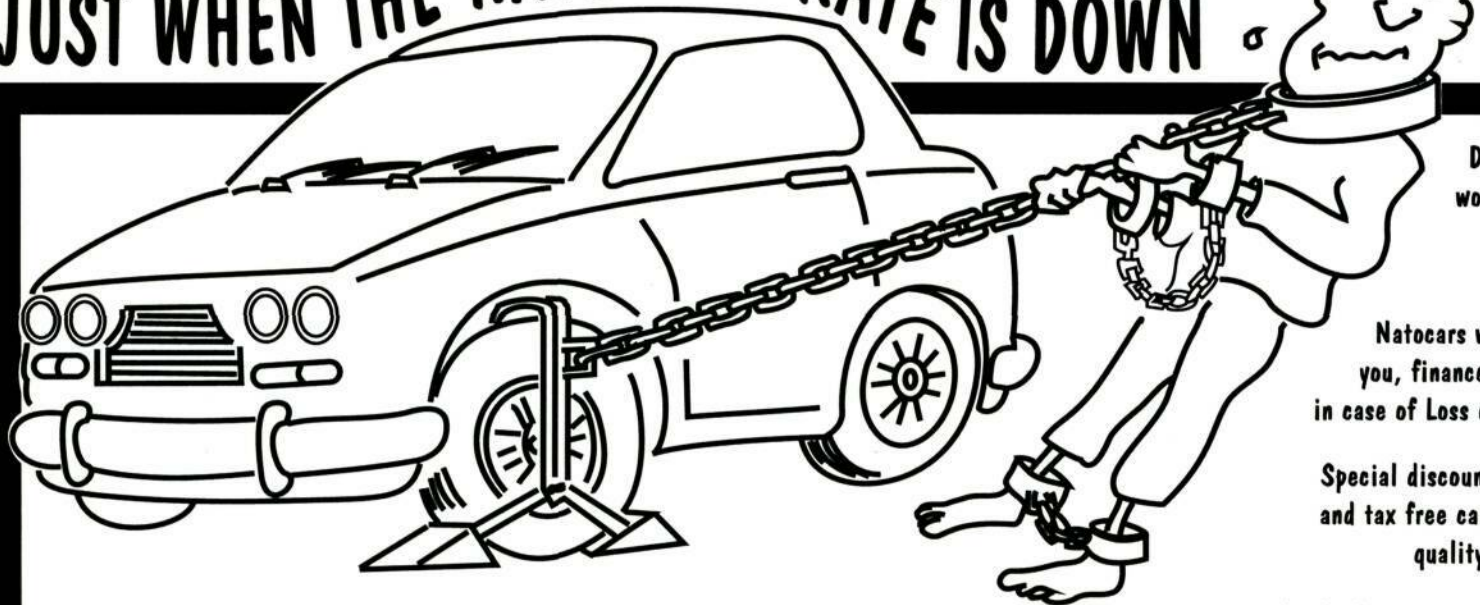
FLYING her paying off pennant as she enters Portsmouth to undergo "preservation by operation" at the end of last month, HMS Iveston signed off her present commission by inviting her families on board to bid her farewell.

The Ton Class minehunter, built by Philip and Sons of Dartmouth, first came into service in 1955.

● Right — CMEA Colin Lupton, the Iveston's Marine Engineering Officer, shows his family around the Iveston's venerable wheelhouse.



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Yeovilton Spectacular

AFTER a two-year break because of maintenance work to the airfield and operational commitments, International Air Day at RNAS Yeovilton returned this summer with spectacular aircraft displays. Royal Naval and RAF aircraft, along with those from Portugal, Netherlands, France, Germany, Denmark and the United States thrilled the 30,000 visitors who attended the Show, raising some £7,000 for naval charities.

Aerobatic display teams included the ever-popular Red Arrows and the Gazelle helicopters of the Navy's own Sharks team, the last year that they will be performing.

The Vulcan V-bomber made an impressive fly-past, along with the Buccaneer maritime strike aircraft and American F16. Nostalgia was also in the air in the form of the Firefly naval fighter of the Historic Flight and the Lancaster bomber and Spitfire and Hurricane fighters of the Battle of Britain Flight.

Yeovilton's own Sea Kings and Sea Harrier jump-jets were put through their paces with individual displays, followed by the highlight of the day, the Commando Assault.

The scenario for this finale was the kidnapping by the baddies of Princess Sophia Snogofen (known to her friends as Dona and to her DO as Wren(Radar) Dona Groombridge!). The Princess was safely released by bringing on the troops with a stunning display of machinery and manpower, with Sea Kings carrying in troops, guns and vehicles, escorted by Royal Marine Gazelle and Lynx helicopters, with the Sea Harriers above providing air cover.

The spectacular Yeovilton commando assault display is the only full scale demonstration of its type in the country and it served as a fitting climax to an action-packed day.

The Red Arrows open the Show with a colourful take-off. In the static park are two French Navy aircraft, the Super Frelon helicopter and Super Etendard carrier-borne strike fighter, with, in the background, the Royal Navy's newest Merlin helicopter and a veteran Sea Hawk naval fighter.



NATO Shipmates



Photo: LA(Phot) Dave Coombs.

WHEN the six ships of the Standing Naval Force Atlantic (STANAVFORLANT) visited Portsmouth there was a good opportunity for the crew of HMS Andromeda to show their fellow NATO shipmates around the town. Pictured above at HMS Victory are representatives from each of the ships in the Force.

Left to right, they are — Matrose Miriam Jansseu from the Dutch frigate HMNLS Bloys Van Treslong, AB(S) Andrew Wallace from HMS Andromeda, AB Bill Taggart from the cruiser USS Harry E. Yarnell, the Force flagship, Pte(S) Christian Lorange from the Norwegian frigate HNoMS Bergen, Matrose Fassel Walter from the German frigate Rheinland-Pfalz, LS(S) Gary Lehman, the Canadian member of the group, from HMCS Gatineau and Matrose Jan Haubvantreyen from the Dutch frigate.

Clubbing together for a good cause

STEPPING back in time are the successful members of the Physical Training Qualifiers Course (32) and their instructors who decided upon a turn-of-the-century look to celebrate the end of six months hard work.

Principal guests at their Passing Out Display at HMS Temeraire were Second Sea Lord Admiral Sir Michael Livesay and the parents, wife and young son of LPT Tony Partridge, the PT who died in an accident in the Falklands last year.

The Tony Partridge Trophy for Endeavour was presented by his father, Fred, to ALPT Mark Smith, the qualifier who made the most progress throughout the course.

PT(Q)32 also raised £514 towards the Daniel Partridge Fund by running in the Portsmouth Half Marathon and by holding a garden fete at HMS Temeraire,

money which was presented to LPT Partridge's wife Lorna.

Only one PT course is held each year at HMS Temeraire and during their 25 weeks the 17 volunteers attended a leadership course at HMS Royal Arthur and acquired a wide range of sporting skills including fencing, aerobics, boxing, football, triathlon and rugby.

They were also taught the traditional art of club swinging which they demonstrated to good effect when they were invited to appear on Cilla Black's TV show "Surprise, Surprise" to swing clubs alongside Mrs Marion Irvine, of Coventry.



Posing above, emulating PTs of years gone by are, back row, from left: ALPTs Karl Broomfield, Brum Shortt and Grant Williams; second row, ALWPT Nicky Morris, ALPTs Taff Childs, instructors Sgt Jan Burns RM and POPT Vincent Jones, ALPTs Steve Sinclair and Dean McConville and ALWPT Mandy Horsburgh; sitting, ALPTs Dave Mynett, Carl Jones, Arthur Loe, Jason Wallace, ALWPT Aggie Cole and ALPT Rob De-Silva; front, ALPTs Smudge Smith, Dutchy Holland and Spider Webb.

Active start to WIGS deployment

AN agricultural survey of the island of Montserrat by HMS Active's Lynx helicopter led to a major drugs find during the frigate's deployment as West Indies Guardship (WIGS).

Working with local police, eight marijuana plantations were discovered — one field alone contained 30,000 marijuana plants — and they were later burned by drug enforcement officials.

Capt. Anthony Morrow, HMS Active's commanding officer and Captain Fourth Frigate Squadron, said there had also been other "significant finds" elsewhere in the region.

"In this part of the world marijuana is often not regarded as seriously as cocaine. But it is the money-builder to buy cocaine and it is good if we can destroy some of it," he said.

HMS Active had arrived in the Caribbean, along with RFA Grey Rover, after completing her deployment in the South Atlantic.

After she was joined in Barbados by families and friends for a mid-deployment break she assumed the role of WIGS and took part in the annual West Indies hurricane exercise.

During Exercise Trade Winds the ship's company manned a shore HQ to co-ordinate shore relief operations, provided a field kitchen as well as firefighting, rescue and medical teams.

Visits to Martinique, Montserrat, Anguilla and Bermuda followed before WIGS duties were handed over to HMS Cardiff.

The highlight of the deployment then followed with a nine-day visit to Boston, USA, to take part in the historic "Sail Boston 1992" celebrations commemorating the 500th anniversary of Columbus' discovery of the New World.

Berthed alongside the World Trade Centre, HMS Active occupied a prime spot in the city and was able to witness the Grand Parade of over 200 sailing ships.

During the week the ship also hosted a reception for the Duke of Edinburgh who was visiting Boston in connection with the celebrations.

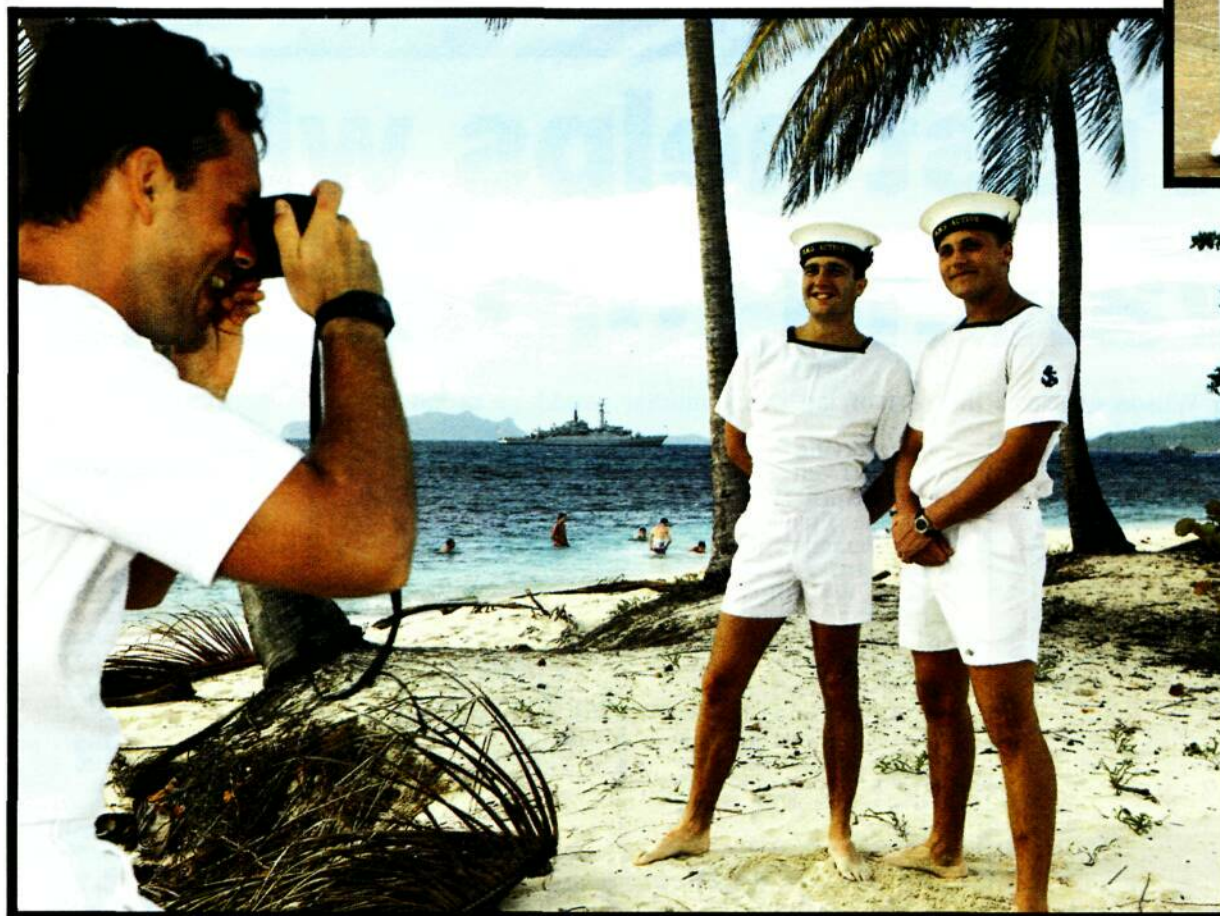
From Boston she moved a short distance up the coast of New England to Salem, Massachusetts, to become the first RN warship to visit the port in over 200 years.

A team of 19 relay runners from the ship raced and beat her on a 20-mile route to port, collecting cash en route for the ship's charities.

After a brief stop in Halifax HMS Active then began the 2,500-mile journey back across the Atlantic to Devonport where she arrived last month.

There she was met by over 500 friends and families, including six new babies, born since the frigate deployed in January.

Pictures: LA(Phot) Mark Southwell



● Top: RO1 Stevens and STD Chamberlain meet up with two "old soldiers" during the Boston Tall Ships' celebrations.

● Above: POST Robinson replaces the refurbished and repainted ships' badges at Campito Hill, San Carlos, on the Falkland Islands, after HMS Active's ship's company paid tribute, at a service of rededication, to her sister ships HMS Ardent and Antelope which were lost to enemy bombing raids during the Falklands War.

● Left: Relaxing on a desert island off Grenada are, from left, CK Nicholson, WTR Santry and LSA Greenhough.

Chief sails to the rescue

DURING HMS Active's visit to Boston for the Tall Ships' celebrations the Polish brig *Frederik Chopin*, a 182 ft. twin masted vessel, registered in Gdansk, suddenly required an additional deck officer for the next leg to Liverpool.

CPOWEA Mark Tilley, who serves in the Active, immediately offered his services for the opportunity to sail one of the ships across the Atlantic.

Mark, a keen sailor who owns his own yacht, joined the half-Polish, half-British crew on board the *Frederik Chopin* which arrived in Liverpool last month with the rest of the Tall Ships.

Also taking part in the Tall Ships race was the TS Lord Trenchard, manned by a Tri-Service crew.

An initial trawl for the 72 places to man the six legs attracted 450 applicants and deciding who should qualify fell to project officer Sqn. Leader Peter French who was in the team which brought the 25-ton Bermudian ketch the 2,700 miles from Puerto Rico to Boston.

Averaging 180 miles a day the team, which included AB(EW) Conrad Aspinwall (HMS Rooke), Lieut. Alisdair Hutchinson (HMS Sultan), Lieut. Debra Whittingham (CTF 345 RAF Brampton) and Cpl. Craig Mulvihill (Commachio Group RM Condor) encountered a two-day storm with winds of 50 knots, and dealt with engine breakdown and battery failure en route before finally arriving, tired but exhilarated, in Boston.



● Above: CPO Mark Tilley on board the *Frederik Chopin* with crew members Paula McNamara, 17, from Paisley, and Marina Stucchi, 25, Aberdeen.

● Right: RN members of the TS Lord Trenchard who sailed from Puerto Rico to Boston, are back, AB(EW) Conrad Aspinwall and Lieut. Alisdair Hutchinson; front, Lieut. Debra Whittingham and Cpl. Craig Mulvihill.



Honour for late President

IN January 1991, the then President of the Royal Naval Benevolent Trust, Vice-Admiral Sir James Kennon, died after a short illness, the first occasion a President of the Trust had died while in office.

In recognition of the very fine support, advice and commitment shown by Admiral Kennon during his time as President, the grants committee suggested to the RNBT that its new committee room in the Trust's offices at Castaway House be dedicated to his memory.

Grants committee

An informal dedication service was held at Castaway House and was attended by Mr Andrew Kennon and Mrs Clare Forman, the son and daughter of the late Admiral Kennon, together with Mr and Mrs Robert Whitby.

A short address and prayer was given by the Rev. Jake Watson, HMS Nelson, and on completion, the visitors sat in with the grants committee to observe the work that is carried out when the many thousands of cases received each year by the RNBT are considered.

● Right: CPO John Thompson, chairman of the Portsmouth Committee, RNBT, and Mr Andrew Kennon shake hands at the dedication of the James Kennon Room at Castaway House. Also pictured, from left, are WO Tiny Little, Rev. Jake Watson, Mrs Clare Forman and Mr and Mrs Robert Whitby.



PETO TRIP FOR CORY

WHILE considerable fund-raising is taking place in HMS Osprey and elsewhere to enable PO Dennis Russell to send his four-and-a-half-year-old son Cory to the world-famous Peto Institute in Hungary, the RNBT has also been able to help.

Dennis applied to the RNBT and the grants committee were happy to offer a grant of £1,077 towards doctors' and specialists' fees, hospital costs and Cory's air fare to Hungary (see also Helping Hands page 14).

Trust helps while waiting for miracle

Iain Wilson (35) was the sort of lad every mother would be proud of.

After serving in the Royal Marines from December 1973 to April 1979 he entered the French Foreign Legion Parachute Section in Corsica and was posted to Djibouti, East Africa, where he did many jumps into the Red Sea and also patrolled the Somali border area and that of Ethiopia and Eritrea, in the Horn of Africa.

During one of his parachute jumps Iain suffered an injury to his achilles tendon and it was decided that he should be operated on.

Brain damage

As the hospital was very primitive Iain decided that he would wait until he came home to the UK in order to receive proper treatment but, unfortunately, while in this country Iain was struck by a car and his brain was so damaged that he cannot see, hear and he is in a



● Iain Wilson, pictured in Corsica, while serving with the French Foreign Legion.

persistent vegetative state.

Although it is possible that he will remain in this state for the next thirty years his mum, who is an ex nurse, has told the

RNBT that she is "hoping for a miracle".

Since the accident two and a half years ago Iain has been cared for in his local hospital and his mother has visited him every day to assist with his care.

However, the constant visiting was a great strain on Mrs Wilson and it was decided that if a special Pegasus airwave bed mattress could be obtained for Iain, at a cost of £3,000, then he would be able to return home into his mother's care.

RNBT immediately made a grant of £1,000, Royal Marine Welfare Fund contributed £900 and the balance required was granted by the Lloyds Patriotic Fund, The Earl Haig Fund, SSAFA and Invalids at Home.

Mrs Wilson, in her letter of appreciation, has asked RNBT, through Navy News, to give her sincere thanks, on behalf of Iain, to all the kind people and funds who made it possible for her to have Iain back at home.

RUTH'S BACK ON THE ROAD

FORMER LWRENCK Ruth Carter, who lives near Waterloo with husband CPO John Carter, of HMS Mercury, and their six children, suffers from a prolapsed intervertebral disc while her daughter suffers from epilepsy and retardation.

Although she had an automatic car, obtained under the Motability Leasing Scheme using her Mobility Allowance, her doctor recommended that she changed the vehicle for one which would enable her to step up into the vehicle rather than to bend down, which would aggravate her condition.

The vehicle recommended was a Toyota Previa but unfortunately, because of its specialist nature, the vehicle required a deposit of some £5,400.

Ruth applied to the WRNS Benevolent Trust who, undaunted by the sizeable amount required, contacted a number of charities and the Royal Naval Benevolent Trust was pleased to grant the sum of £500 towards the deposit.

Funding to meet the balance was obtained by the WRNS Benevolent Trust from the Navy Special Fund, the Royal British Legion, the Helena Trust, the Joint Committee of St John and British Red Cross and also the WRNS Benevolent Trust themselves.

The vehicle has now been delivered and is proving to be of great use to Ruth and her family.

Minerva pays up

AT their last meeting before the ship paid off, the Welfare Committee of HMS Minerva voted to donate the final balance in their fund to the Royal Naval Benevolent Trust, a sum of £1,656.57

Warm thanks

In his reply to the Welfare Committee the general secretary of the Royal Naval Benevolent Trust said that this splendid gesture was deeply appreciated by all those actively associated with the work of the Trust who wished to record their most sincere and warm thanks to the ship's company.

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●

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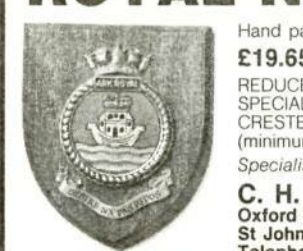
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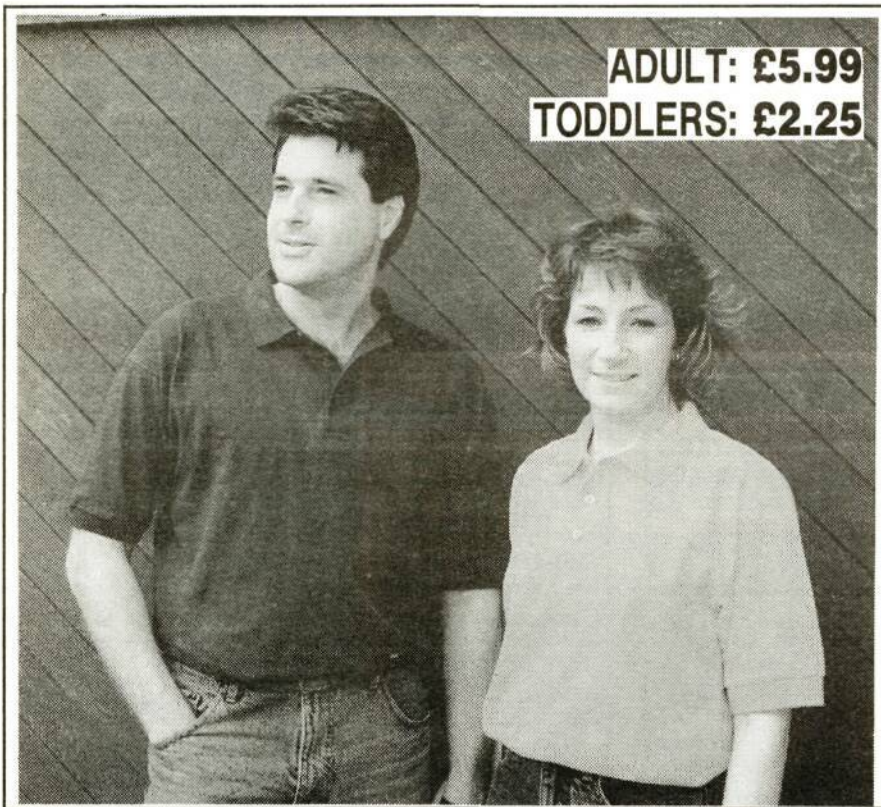
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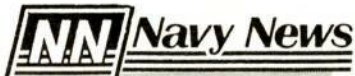
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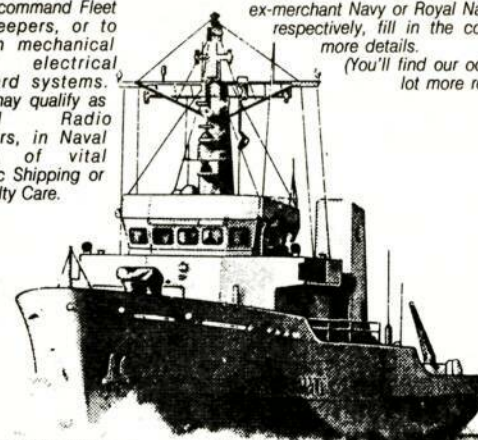
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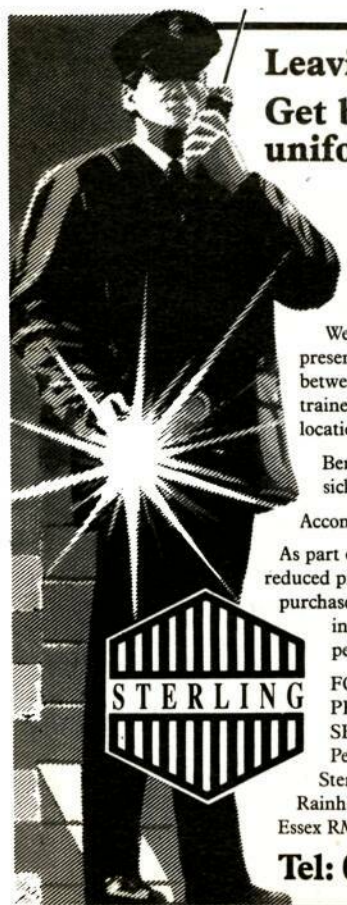
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It's a bit of a 'rum' do down at Thurrock

NEWS IN BRIEF

MEMBERS of Thurrock Branch are pleased with their new carnival float, aptly named, HMS Pusser, for it carries a "rum" cargo, including bottles of Pusser's, tot measures and casks of rum.

Built by Shipmate Eric Wakeling, HMS Pusser's fire-power includes two cannon which can fire and explode rubber balloons and she is manned by Shipmates Chas Mercer, Reg Martin and Les Milburn dressed in "rig of the day."

To rousing music by the band of the Royal Marines, Commando Training Centre, Lymington, several hundred shipmates and friends, displaying 48 standards, marched proudly through Caerphilly following the dedication of the Caerphilly branch standard. The salute was taken by Vice-Admiral Sir Ernle Pope, former president of the association.

BRANCH NEWS

The ceremonies over, shipmates and guests enjoyed a buffet reception in the Great Hall of Caerphilly Castle. Others quenched their thirst in a huge marquee which boasted two bars and was manned by five members, supervised by Shipmate Ted Hughes.

Shipmates Bill Marshall and Rob and Joan Thompson of Falmouth branch have been "saying it with flowers" in their local parish church. As a contribution to Falmouth Festival of Flowers, they decorated the Cornish window in the church, the theme being "Down to the Sea."

The dedication of the South Bristol standard was supported by 300 shipmates and friends who crowded into St. Stephen's church for the service, conducted by Rev. Ray Brewer, the branch chaplain and chaplain No 4 Area. The salute at the march past was taken by Rear-Admiral G. G. Marsh, accompanied by the Lord Mayor and the Chief Constable of Avon and Somerset. Following the parade, shipmates and guests enjoyed a reception in HMS Flying Fox. A thank you from the branch to all who gave support.

There were many congratulations from shipmates of Nid-



"CHEQUE-OUT" time for Wansbeck branch as Shipmates Bill Wilkinson and George Kirsopp present £350 to Mr. Ros Grant, appeals manager for Ashington and Wansbeck Hospitals' Scanner Appeal.

derdale for Shipmate Doug Robinson on being awarded the BEM on the Queen's Birthday Honours List. Doug served in the Navy from 1943 to 1946 and his wartime service was followed by 18 years in the Royal Naval Reserve followed by a further 20 years with TS Cleopatra Sea Cadets, Harrogate. He has been the administration officer there for the past eight years.

Members of Folkestone branch are happy with their new headquarters, the Executive Club, 136 Sandgate Road. Plans are laid to hold the second Trafalgar dinner dance on October 17 and the Trafalgar parade on October 25. A warm welcome awaits any branch outside the area wishing to attend — they should contact Shipmate Chunky Chambers, 215 Cheriton Road, Folkestone or Shipmate B. D. W. Kemp (tel. 0304-380282) for further details.

A party of 24 shipmates from St Mawgan branch were guests at a Passing Out parade at HMS Raleigh, where the salute was taken by Capt. Richard Ir-

win. The visitors enjoyed the outing and were interested in the presentation given on training activities. The branch welcomes new members at their monthly meeting on the second Wednesday, 7.30 pm, at the Airways Hotel, St. Mawgan.

Wansbeck and District, the only branch between the Tyne and the Scottish Border, hope to have an association with HMS Northumberland when she commissions. The branch boasts 60 members, including Capt. Barker of HMS Endurance and the Falklands fame. A very successful dinner was held to mark the 10th birthday of the branch followed next day by the re-dedication of the branch standard. A thank you to all who gave support.

A party of shipmates from the land-locked Johannesburg branch paraded their standard at the memorial service for HMSAS Parktown, the Second World War minesweeper, sunk 50 years ago while evacuating troops from Tobruk.

At a unique ceremony in St Nicholas' Church, HMS Drake, two standards were laid up, that of Plymouth branch of the RNA and of the Royal Naval Old Comrades Association. The latter, dating to 1950, was the standard of the association formed in 1945, in Raglan Barracks, Devonport, which, on the granting of the Royal Charter, became the RNA. Among those who attended the laying up service were Flag Officer Plymouth, Vice-Admiral Sir Alan Grose, Lord Morley and Lord Falmouth, the Lord Mayor of Plymouth and the branch president, Commodore T.S. Taylor. The standards were presented for safe-keeping to the chaplain, the Rev. Clive French, by branch chairman, Shipmate Bob Wall.

Over 200 shipmates, displaying 16 standards, took part in the North Manchester annual parade and service. The salute was taken by Cdr. D. R. Johnstone RN (ret'd). For POYEO David Wood, who attended with a contingent from HMS Salford, it was a day to remember, marking his retirement from the Navy after 24 years. This was fittingly celebrated at a reception following the parade when Cdr. Johnstone, on behalf of fellow shipmates, presented David with suitable mementoes to mark his retirement. A collection on the day raised £150 for the Miles Platting Brass Band.

At the annual general meeting of Bridlington branch the following shipmates were elected officers: C. Braithwaite, president, B. Robson, chairman, D. House, vice chairman, D. Shaw, secretary, A. Martin, treasurer, Mrs. B. Carr, welfare officer, and G. Wade, standard bearer. Members meet on the first Thursday of the month at the Royal British Legion club, at 2000 hrs. and extend a welcome to visiting shipmates.

It was an "up spirits" occasion for Purley branch when the General Secretary Capt. Jim Rayner paid a visit to present an award — the first of its kind — to Shipmate Ron Cooke to mark his 50th year as a member of the branch. Nor was his wife, Ada forgotten, she received a bouquet to mark 41

years membership of the branch.

A happy day's outing was arranged for a few matelots from HMS Collingwood by members of Brighton branch. Shipmate John Blackman, the branch president, arranged some special highlights for the visitors. By courtesy of the acting deputy mayor, Cllr. Mrs. C. Simpson, they were entertained in the Mayor's Parlour and after coffee and VIP treatment given a guided tour of the Brighton Pavilion. The successful get-together ended with a great evening's entertainment and buffet supper in the RAFTA club, the Brighton branch receiving as a memento a plaque from HMS Collingwood.

Gifts in memory of shipmate's wife



SHIPMATE Alf Nelson, secretary Wallasey branch, is pictured, left, presenting four blood pressure machines and ophthalmoscopes to Dr. David Bowen-Jones, of Wirral Hospital. The presentation was in memory of Alf's wife, June, who had been treated for high blood pressure for 12 months in Wirral Hospital before she died. A charity night organised by the branch raised £400 towards the cost of the equipment. A further £200 was donated by family and friends.

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"UP SPIRITS" at the launch of the West Lothian branch as top-table guests raise a glass to its success. They are from left, Shipmates Fiona Wilson, Allan Snowden, Lieut.-Cdr. Brian Rowland, Deputy Regional Naval Officer, Scotland and N. Ireland, Joe Riley, national council member (Scotland), John Dowds, "Mac" Mackay and Jim Pendrigh.

Representatives of branches throughout the Scottish area attended the commissioning, performed by Shipmate Joe Riley, after which over 140 shipmates and guests celebrated the occasion in nautical style. The branch now boasts 64 members and extends a warm welcome to new recruits.



Education



Independent Schools

Schools which are not subject to a local education authority are termed independent. However, they are required to be registered with the Department of Education and Science and are also subject to inspection by Her Majesty's Inspectors of Schools. Mainly self-supporting, most schools operate within a charitable status. Very few are privately owned.

Independent schools vary greatly in what they have to offer. Some cater only for boarders, some are boarding and day schools, and some solely day schools. They may be fully or partially co-educational and single sex schools are also to be found.

Stable environment

Junior and preparatory schools cater for children up to the ages of 11 to 13. Some are linked to senior schools which the boys move on to when aged 13. The girls, however, can move at the age of 11, 12 or 13. Boarding will be an attractive option for service children, providing a homely stable environment, usually under the supervision of a kindly matron.

The Navy also provides financial assistance with boarding fees by the provision of the Boarding School Allowance (BSA).

Individual interests

Senior schools may be single sex or fully co-educational, with some able to accept girls or boys at sixth form level. Entry is determined by written examination and associated interview. The curricula followed lead to the general certificate of secondary education and advance level in the general certificate of education. All senior schools offer career guidance and information, with particular attention paid to the strengths and interests of the individual. Leisure interests and sports are encouraged, with many schools having extra-curricular activities such as cadet forces or special societies.

How to choose

Firstly write or telephone the schools for details. Most schools will be pleased to forward a prospectus. Then arrange to visit the schools most suited to your particular circumstances, preferably during term time, to finalise your choice. It will be helpful to the schools if you give them as much advance detail as possible regarding your child's background, interests and abilities, so they will be able to help you to select the school most suitable for your child.

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Sport



New zealand and pace

THIRTY sailors and Marines, led by Capt. Leigh Merrick, took part in a three week Development Tour to New Zealand this summer, 122 years after HMS Rosario's ship's company "marched in bearing goalposts and a ball and played an equal number of Auckland citizens, with the Tars proving victorious after a hard struggle".

So reported the New Zealand Herald (June 13 1870) of what is said to have been the founding match of rugby in NZ.

Two thirds of the 1992 RN party were under 25 — ten of them under 23. The tour aims were, under the new laws, to widen horizons, raise individual sights and to see participants return determined to emulate the higher levels of commitment known to exist in NZ, still the world centre of rugby excellence.

Time will tell as far as the third aim goes; the first two were undoubtedly achieved. The team scored 80 points — including probably the first ever English "5 point try" (Sub-Lieut. Neil Ward) under the new laws, and conceded 155 points in two wins, one narrow loss and three defeats.

Opposition included All Black triallists and coaching was given by Wayne Shelford, the former (3x) All Black captain, his brother Dean, North Harbour coaching director soon to go to London Irish, Bruce Robertson, 1970s All Black and Auckland coaching director, and Gordon Hunter, former All Black triallist, the Otago coach and present All Black coach's assistant last year.

The tour coincided with the last three weeks of England B's NZ tour and the party played two curtain-raisers for NZ B, including the final international against England.

Much was gained from contact with this sort of talent, especially in discovering what higher levels of personal commitment can yield in improved playing performance.

The tour party experienced the intense warmth of NZ hospitality from the moment they landed at Auckland to a Maori war dance (Haka) from the RNZN Maori Culture Group, culminating in a "hongi" or nose rub for tour captain Sgt Mark Hewitt RM.

The main theme of the haka — Together we fight, together we die — reverberates through rugby in New Zealand. It is still alleged that there are only two sorts of Kiwis: those who want to be All Blacks and those who want to marry them!

What most impressed the visitors was how they were embraced by the Royal New Zealand Navy, from Cdre John Leonard, NZ Defence Adviser in London, to everyone in HMNZS Philomel, where they were accommodated.

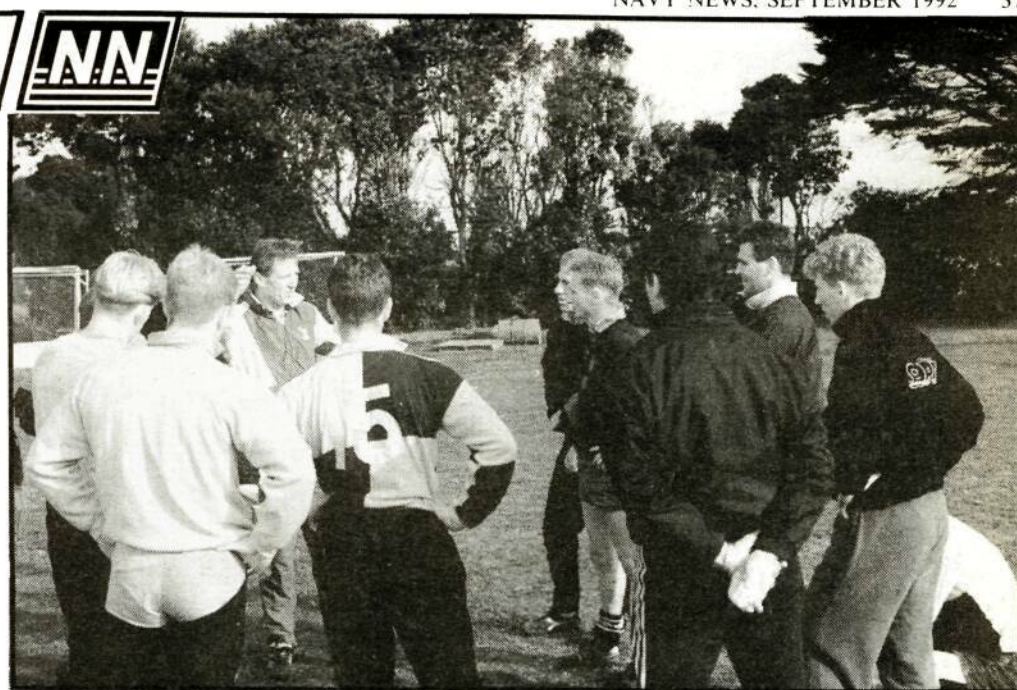
All the party's feeding, transport, training and recreation

needs were most enthusiastically met by Cdr. Owen Hanley, the CO, and his staff — notably WO Freddie Fox and COPOTI Charlotte Marsh.

The tourists also learnt by rote a Maori welcome song called Harae Mae; their way of thanking the RNZN. They returned convinced en masse of the tour's value for money — the players were a major shareholder — and having learnt precious lessons:

- the pace, alertness and commitment of NZ rugby is breathtaking but very emulatable.
- impressive coaching is visible at every level in NZ. We must spread our knowledge of it to Command, RN U19/U21 and United Services teams.
- the new laws have quickened the game; they require a pack full of back row pace and handling skills that are also solid in the tight.
- no lesson will have been learnt unless all individuals strive determinedly to acquire the pace, alertness, commitment and craft experienced in NZ.

Mne. Mark Broomhall (40 Cdo) and RO Harry Harrison (Chiddingfold) were deemed to have developed most respectively as back and forward on the tour.



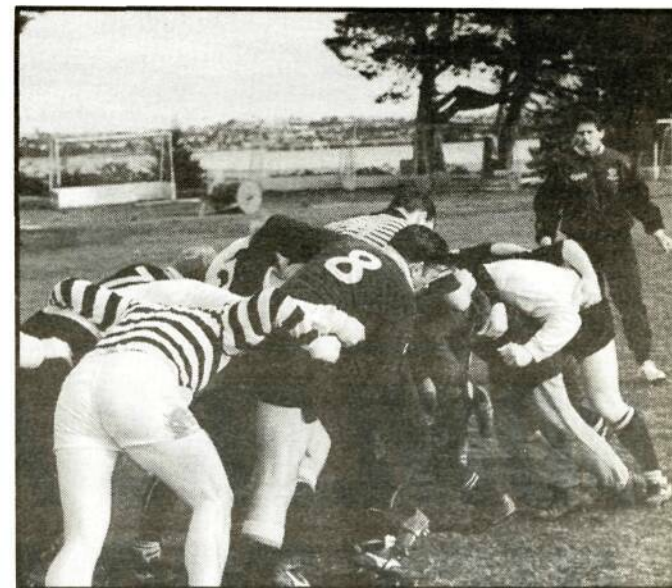
Above: Bruce Robertson, former All Black and current Auckland coaching director, holds sway over the Navy rugby team in New Zealand. Below: Former All Black captain Wayne Shelford takes a training session.

The bill

TOURS are expensive and sponsorship hard to come by — the Army and RAF had to abandon their rugby tour plans this year. This is how the Navy made it: the players met 40% of the cost, with a further 20% each coming from the RN/RM Sports Lottery and the RNRU.

The final 20% came through sponsorship: grateful thanks to Sir Donald Gosling, Miles Rivett-Carnac, RHINO, Willis Caroon, Marconi, ANZ Bank, the NZ Meat Producers Board and to Air New Zealand for providing the flights.

Finally, thanks to the commanding officers and families of all the players for their support.



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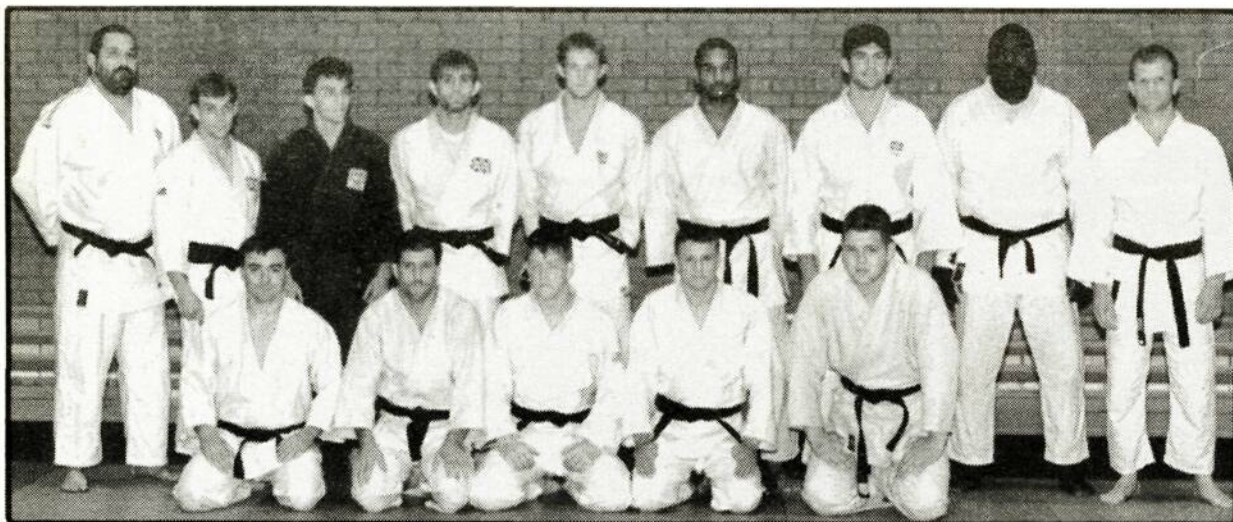
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Thrown in the deep end

PICTURED standing is the British Men's Olympic Judo Squad, including (third from right) Ray Steven who clinched the silver medal in the under 95kg category.

Kneeling before them — literally if not figuratively — are members of the Royal Navy and Royal Marines judo team. The players came together at Commando Training Centre, Lymington, where the national men's judo squad of over 60 players attended a final training session before Barcelona.

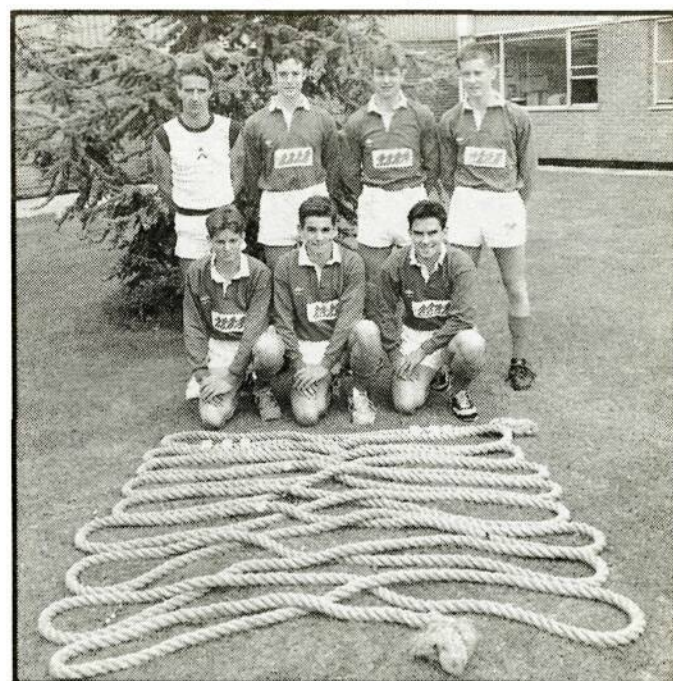
The RN players enjoyed three days of intensive training under the guidance of British Judo Association coaching staff and all had the opportunity to fight and train with the country's best exponents of the sport.

The experience gained could pay off at two forthcoming events — The RM Judo Championships, a CTCRM Lymington on November 2, and the RN Judo Championships, same venue on November 23/24 (3 star BJA event). These events are open to all judo players of whatever grade and

if demand is sufficient the events will also involve a grading.

Further information is available from Lieut.-Cdr. J. Richardson, RNEC Manadon, Plymouth, Devon PL5 3AQ. (Tel. Manadon 81478 or 81330 or 0803 865000).

Back row: Arthur Mapp (national team manager), Nigel Donahue (U60kg), Ian Freeman (U65kg), Billy Cusack (U71kg), Ryan Birch (U78kg), Design White (U86kg), Ray Steven (U95kg), Elvis Gordon (095kg), Gary Jackson (RN coach). Front: CPO John Thacker (Neptune), Mne Dave Wiltshire (Commachio), Mne Nick Costiff (Commachio), AEM Jeeves (Yeovilton), WEM(R) Dan Parkes (Defiance).



HMS Sultan's tug-of-war team completed an excellent season at the Royal Tournament, where the junior squad were runners-up in the 420kg competition. This was the first time a Navy team had reached the final in the history of the tournament.

Earlier in the season, Sultan's 640kg team won the Portsmouth Command Championships. Sultan finished third in three weight categories in the AAA Area 4 Tow League, the 560kg team finished third in the Inter-Service Championships at RAF Cosford and the junior 560kg team won the

Wiltshire Runner-Up Cup in the Wiltshire Championships.

Pictured is the 420kg squad which did so well at Earls Court: (back l-r) POPT Jock Stewart (coach) and MEAs Lee Jones, Jock Clelland and Nipper Hirst. Front (l-r): MEAs Gladys How, Moon-Cat Moon and Dicky Poole.

BOWLERS ASKED JUST TOO MUCH

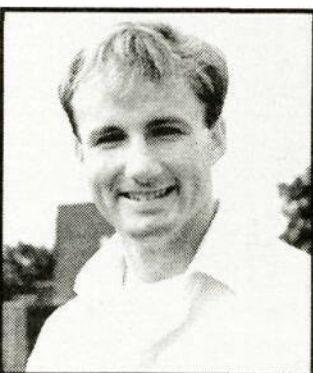
THE RAF beat the Army by 9 wickets in the first match of the Inter-Services Cricket Competition and played the Royal Navy on the second day. On winning the toss, the RAF put the Navy in to bat — a decision which soon proved correct, writes Lieut.-Cdr. Jim Danks.

The Navy suffered a major setback in the loss of Capt. Charles Hobson (Greenwich) in the first over and of LSEA Bob Learmouth (Brazen) lbw shortly afterwards.

Lieut. Alistair Falconer (706 Sqn.) joined Lieut. Mark Coupland (771 Sqn.) and together they began to rebuild the innings with a fine partnership of 40 before the latter was caught for 28 with the score 54-3. Falconer continued to play fine shots as wickets fell steadily at the other end. Lieut.-Cdr. Roger Evans (Dryad), playing in his first Inter-Services after 3 years in Australia, joined Falconer in a stand of 32 for the 8th wicket, which saw the total to 151 before Falconer was bowled for an excellent 64.

This was a disappointing performance by Navy batsmen. The innings closed at 158 with more than four overs remain-

ing. Skipper Robin Hollington rang the changes with six bowlers in his attempt to dismiss the opponents, but the openers remained undefeated in a stand of 83 from 25 overs at tea. Afterwards Sgt. Glyn Lumb and Cpl. John Riddell reached their half centuries off successive balls.



Lieut. Mike Bath, new Royal Navy cricket cap.

Learmouth held a good low return catch to dismiss Lumb for 54. In the next over he caught Riddell for 61 off his own bowling, with the score on 131. Two further wickets went before the RAF achieved a 6-wicket victory in the 48th over.

The RN bowlers, well supported by some good fielding, made a determined effort to win this match. A bigger score would have given them a better chance of success. Players must remember that defeat is not terminal — merely the spur to achieve future success, which they have the ability to bring about next season.

On August 12 the Navy should have played the Army for the 75th time, but the match was abandoned due to rain — just as the first match had been in 1908.

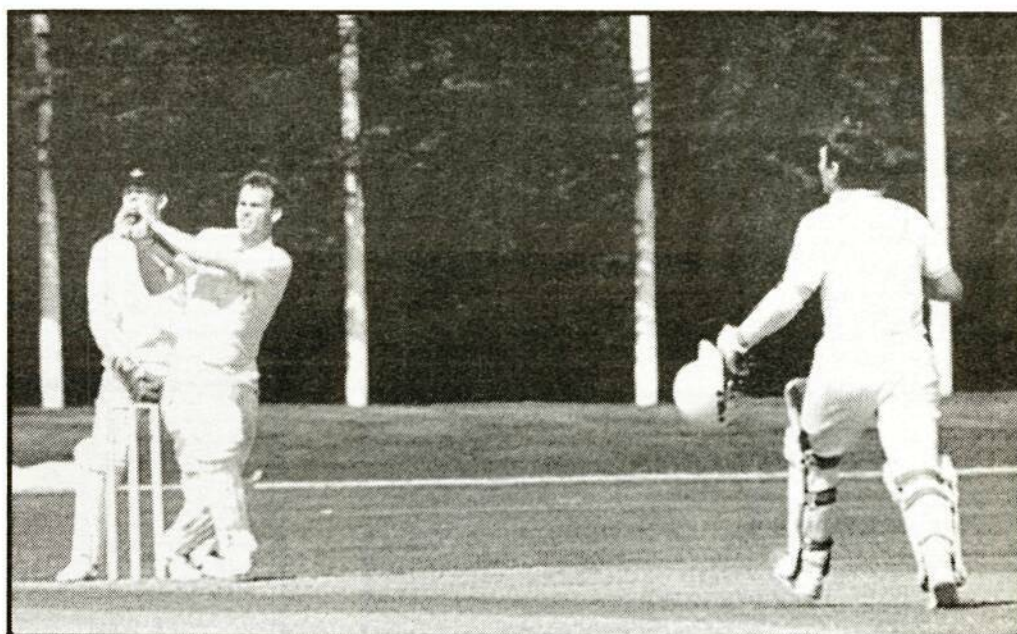
The Inter-Services Trophy was presented to Flt. Lieut.

Andy Spiller, the RAF skipper, by Mr. Alick Sheriff, Joint MD of Famous Grouse, tournament sponsors. The competition was covered by Mr. Jon Knighton of the British Forces Broadcasting Service and transmitted worldwide.

Hollington, Lieut. Chris Slocombe, Falconer, Learmouth, Cpl. Martin King and Mne. Andy Hurry played for Combined Services this season. One of the best performances was by Learmouth, who made 99 in the first innings of the match versus Cambridge University. All bar him played at Lord's in the annual game v. NCA YC.

A course for new referees will be held in HMS Sultan commencing September 29 at 1630 and for the following seven Tuesdays. Those interested should contact Lieut.-Cdr. J. Gordon, Captain's Secretary, HMS Sultan, in writing or on ext. 2601.

RN v Quidnuncs: Quidnuncs 117 (Hollington 3-37, Bath 2-33); RN 121 for 3 (Coupland 40, Falconer 29*). RN won by 7 wickets. RN v MCC Young Cricketers: RN 143 for 7 (Falconer 45); MCCYC 146 for 2. MCCYC won by 8 wickets. RN v Devon: RN 256 for 8 (Falconer 78, Hurry 44*); Devon 260 for 3. Devon won by 7 wickets. RN v Dorset CA: Dorset 185 for 5; RN 188 for 7 (Hobson 57, Coupland 43*). RN won by 3 wickets. RN v Club Cricket Conference: CCC 206 for 8 (Learmouth, Bath and Hollington bowled 33 overs for 47); RN 121 all out (Dean Kitching 33). CCC won by 85 runs. RN v Southern League XI: RN 210 for 8 (Learmouth 44, Coupland 42); Southern League 145 all out (33 overs for 54 taking 5 wickets). RN won by 65 runs.



Above: Inter-Services action: Lieut. Alistair Falconer (706 Sqn.) on strike, with Lieut.-Cdr. Roger Evans (Dryad) backing up. The RAF wicketkeeper is Flt. Lieut. D. J. Auger.

IN BRIEF

COURAGE Ltd. has presented the Combined Services Winter Sports Association with a cheque for £15,000 for the Alpine and Bobsleigh Championships.

This is the fourth successive year of generous sponsorship — which also extends to the provision of "Courage-enhancing" liquid refreshment!

MNE Mark Edwards (Nelson) lost his first round middle-weight bout to American Chris Byrd in Barcelona. It was a tough draw — Byrd went on to win the silver medal.

CDR. Rod Robertson wasn't the sole Royal Navy connection with the English Schools Boxing Team's trip to Russia (August edition). Ex-PO Brian "Taffy" Noblett was a judge for both team matches. An ABA coach and judge, he's a founder member of Lewsey Centre ABC and an active member of Luton and Dunstable RNA.

INTERESTED in becoming a cricket coach? Contact Lieut. David Dalton, c/o Wardroom, HMS Daedalus, who will be co-ordinating two courses this winter.

Late starter fast learner

LAEA Neil Tait (right) swam in the 50m, 100m, 200m and 400m front crawl Olympic trials and did exceptionally well, bearing in mind he is a relative newcomer to swimming training and competition.

During the past six months he has taken over 6 seconds off his best 200m time and this was highlighted by his 8th place at the trials, putting him within four places of the Olympic team.

He also sliced 1.7 seconds off his best 100m time and six seconds off his best in the 400m event. Mr. Chris Nesbit, director of coaching at Portsmouth Northsea Swimming Club has marked him down as "a great contender for the Commonwealth Games in 1994 ... and the Olympic Games in 1996".

Still with swimming, Gibraltar's Summer Inter-Service Competition was held in the Nuffield Pool. Results — Men: 1, RN 78 pts; 2, Army 64; 3, RAF 63. Women: 1, Army 53; 2, RAF 51; 3, RN 40.



NAVY CUP

WITH both teams making their first appearance in the Navy Cup final, HMS Nelson won the toss and asked HMS Dryad to bat. After the early loss of Lieut. Imran Saeed for 6, Lieut.-Cdr. Roger Evans and Ray Snook took the score to 65, before Snook was bowled for 26. Evans reached 60 and LSEA Bob Learmouth 40. Dryad made 162 for 5 from their 35 overs.

Accurate early bowling restricted Nelson to 56 for 2 from 20 overs. As they tried to increase the tempo wickets fell and after they lost CPO Neil McMaster for 23, only LWtr Gary Braithwaite with a hard hit 26 defied the Dryad bowlers. Nelson were dismissed for 118 in the 32nd over. Dryad won by 44 runs.

Excellent sailing and spectacular capsizes



A FLEET of 43 boats entered the Bosun Dinghy National Championships held at Portsmouth Command Sailing Centre and hotly contested four races on flat water with strong winds.

Portchester Lake was the venue for the two races on the Saturday and provided a good expanse of open water in which to set the triangular, Olympic-style course. On the Sunday the course was constrained by the tide but some good racing was had in the entrance to Portchester Creek on an upwind/downwind course.

Despite a number of broaches on the downwind legs which led to a few spectacular capsizes, all the competitors enjoyed two days of excellent sailing.

The closeness of the results was underlined by the emergence of Maj. Steve Pyatt RE, crewed by Lieut. Peter Cooper AAC, and Mr Mark Jardine, crewed by his brother, Sgt Robert Jardine, as joint National Champions.

The Singapore Trophy for the highest placed RN entrant went to Lieut. Steve Cockerill, crewed by Lieut. Peter Pengilly, who finished third overall. Prizes were awarded by Admiral Sir John Kerr, Commodore of the RN Sailing Association.

Cdr. David Wines proved his worth as the current Rear Commodore (Dinghies) of the RNSEA by finishing fourth overall. CPO Rita Riach, the RN sailing coach, crewed by Lieut. Colin Brazier, won the newly-presented WRNS Trophy.

The event was organised by a team from

HMS Daedalus, led by Cdr. Dick Banks. Principal race officer was Lieut.-Cdr. Mike Tattersall.

Left: Lieut. Steve Cockerill (sail no. 126) emerges from the pack at the leeward mark on his way to becoming the RN Bosun Champion.

● A team from HMS Raleigh sailed East Wind, a Nicholson 32, to first place in Division 3 (18 yachts) in the Services offshore race from Gosport to St Peter Port, taking the Trieste Cup for the second year running. They were skipper CPO Bob Sims, mate PO Steve Brook, PO Steve Hogarth, PO Taff Jones and LMEM Spud Murphy.

● Skipped by Cdr. Colin Watkins, veteran of two Whitbread Round the World Races, the Combined Services entry in the Hartlepool Renaissance Round Britain and Ireland Yacht Race was second over the line on the first leg (third on corrected time), but forced to motor-sail the second due to a broken boom. Worse followed. "Dump Truck" — sponsored by IBM ASIC and Philips CD-I — later ran aground off Northumberland. It was hoped she would be repaired in time for the final leg from Hartlepool to Cowes.

Tug is champion



SUB-LIEUT. Tug Wilson (left), major prizewinner at the Divers Golf Championship, receives his trophy from ex-Leading Diver Mike Marten, who broke his spine in a water-skiing accident and is now confined to a wheelchair.

The championship raised £260 towards a racing wheelchair for Mike, in which he plans to compete for charity in wheelchair marathons. The majority of the cash came via Clearways Explosives' sponsorship of the 7th hole — where they offered a gallon of whisky for nearest the pin!

Major sponsor was Avon Rubber. Others included MSI Defence Systems,

Interspiro, Thompson Valves Rolls-Royce, E. C. Hopkins, Crestbury Automotive and Spanset.

Other prizewinners were: CPO(D) Dave Southwell (Fullerton Sherwood Stableford champion), PO(D) Jimmy Lynch (1st Div Stableford), Cdr. David Sandford (2nd Div Stableford), P. Hargrave, C. Hargrave, Glen Howes and Brian Nichols (Solent Divers Team Trophy), P. Hargrave and LD G. Birch (Best Pair), Lieut.-Cdr. David Ellis (Haskell Best Sport Trophy), F. C. Dodd (Best Guest) and LD Sean Teal (Longest Drive — 320 yards).

They're three great tri-ers

HMS Nelson boasts three of the Navy's top triathletes and all will be competing in the forthcoming World Triathlon Championships in Canada.

Pictured (left to right) are POPT Danny Boon, who represented Great Britain in the last two World Championships and England in the 1990 Commonwealth Games, POPT Mick Flaherty, last two World Championships for Hong Kong and 1990 Commonwealth Games for England, and CPOMT(P) Pat Dunleavy, who will be representing Great Britain for the first time.

They will be joined in Canada

— where the programme calls for a 1500m lake swim, 40km cycle and hilly 10km run — by two other members of the very successful RN & RM Endurance Triathlon Association, CPO Ian Tindall (Culdrose) and Cpl Nick Harwood (CTCRM Lymestone).

The club hopes to retain the Inter-Service Championship later this month before the five leave for the World Championships.

Picture: LA(Phot) Tony Power



TITLE REGAINED AFTER 29 YEARS



NEITHER singles nor doubles at junior level were contested in the Royal Navy Championships, which gives cause for concern, but as for the seniors, both the men and women won at the Inter-Service Championships, writes Lieut.-Cdr. Steve Fuller.

RN Championship winners were as follows: men's singles: Sub-Lieut. Frank Camaraine (Manadon); men's doubles: Camaraine and Lieut. Rob Reynolds (RNCIO Derby); ladies' singles: Lieut. Carol Elliott (DNPTS); ladies' doubles: Elliott and Lieut. Sarah Skidmore (FOST); veteran singles: Capt. Brian Gibbs RM (Centurion); veteran doubles: Gibbs and Capt. Brian Taylor RN (retd); mixed doubles: Skidmore and Mne

Nigel Owen (Stonehouse); men's plate: PO Darren Sullivan (Osprey); ladies' plate: WO Nicky Hudson (Fleet).

Players were then selected for the Inter-Service Championships, held at Wimbledon. They were — men: Camaraine, Reynolds, Lieut.-Cdr. Simon Brand (Broadsword), Lieut. Tim Reynolds (Culdrose), Mne Ray Clark (Yeovilton), Owen and LPT Tony Gray (Ark Royal).

Women: Elliott, Skidmore, Lieut.-Cdr. Tracy Smith (CinC Fleet), Lieut. Nicky Spurgeon (CinC Fleet), Cdr. Andrea Picton (DNMP), Lieut. Inita Markowski (FOST), Cdr. Jennie MacColi (Daedalus) and Hudson.

Veterans: Cdr. Phil Pool (retd), Gibbs, Tayler, Cdr. Alan Spruce (retd), Lieut.-Cdr. John Rimmon (retd), Lieut.-Cdr. Nick Alves (Centurion) and Cdr. Joe Collicutt (Daedalus).

The RN men and women enjoyed unprecedented success, winning all their singles matches and emerging with maximum scores of six wins each. Final score in the veterans was: RAF 6 RN 2 Army 1. The women's doubles finished RN 11 Army 6 RAF 1,

while the men's doubles result was RN 9 RAF 7 and Army 2.

After 29 years the RN had won the men's Inter-Service title. This coupled with the women retaining their title gave the Senior Service its first double hold on the championship.

Now it's time to consolidate and establish greater interest in the sport, particularly at under 22 level. Interested in playing or officiating? Contacts are Lieut. Elliott (Temeraire ext. 23958) for women and Lieut.-Cdr. Fuller (Temeraire ext. 23741) for men.

The men's and women's teams are pictured with mens chairman Capt. Mike Caswell and coach Mr Bryan Yarell.

● Womens Inter-Command Champions: RM/Plymouth and Thames; Inter-Establishment winner: HMS Osprey; Mens Inter-Command: Portsmouth.

A question of support

PILOTS of light aeroplanes and microlights are preparing for what could be the largest mass launch and Channel crossing of aircraft since the Battle of Britain.

Central to them will be tetraplegic Trevor Jones, flying a specially adapted Shadow Microlight, operated by movements of his wrist and head.

As a young lieutenant, Trevor was terribly injured when he crashed after swerving to avoid some stationary skiers as he prepared for the Inter-Service Ski Championships.

School chums from Gordons and other friends rallied round him and the

Trevor Jones Trust was founded for the benefit of people spinally injured in sports accidents.

The Microlight Challenge will highlight the aims of the Trust and launch the appeal "A Question of Support", to raise £2m and promote the abilities of disabled people. The flight will take place on September 5 from Headcorn, Kent, to Calais.

● Donations to the Trust may be sent to TJT, 37 Pottery Lane, London W11 4LY.



With the Fleet

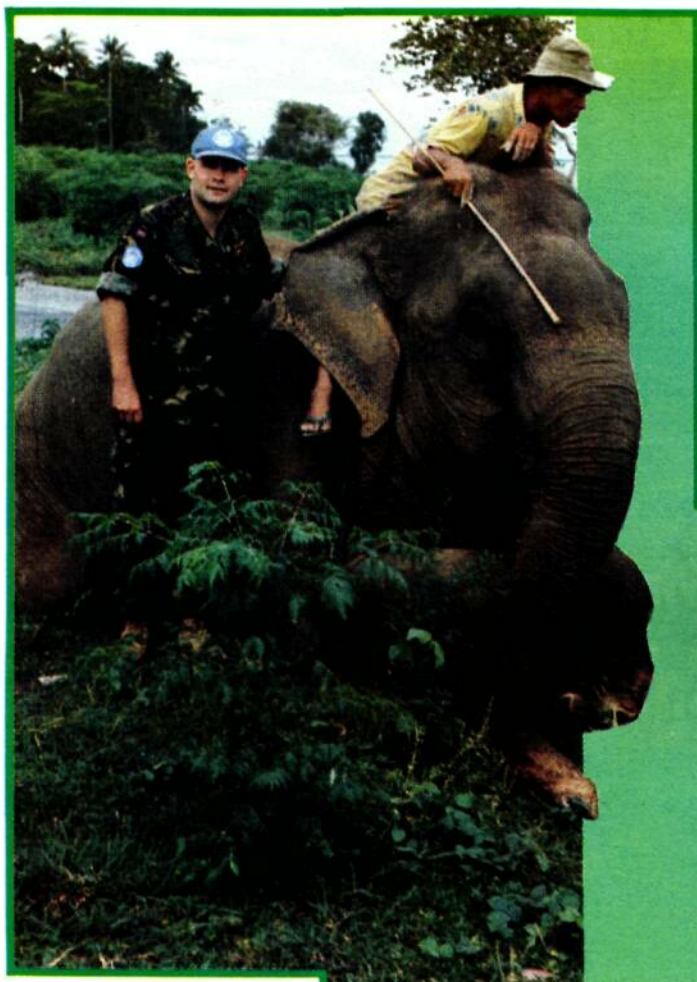
THE appointment from next April of Commodore R. M. Thorn, RFA, to be the new Type Commander for the Royal Fleet Auxiliary Service marks a change of course for this Service as the flotilla of 22 RFA vessels which support the Royal Navy and Royal Marines comes under operational command of CINCFLEET.

Until now the RFA Service has been administered as part of the RN Supply and Transport Service, which will continue to be responsible for administrative policy, pay and conditions of service matters affecting RFA seafarers.

The changes to the command structure will not affect the Merchant Navy status of the ships and their crews, but is expected that greater operational efficiency will result from the developments which are part of overall restructuring in the wake of Options for Change.

Commodore Thorn started his career in Shell Tankers before joining the RFA Service in 1956 as a third officer. He has since commanded ten ships, and seen world-wide operational service.

Pictured above — RFA Fort Austin, the fleet replenishment ship, arrives in Hong Kong as part of the Orient 92 Task Group (see story, pages 20/21)



Jumbo puts a foot wrong

TREATING an elephant which has stepped on a land mine is one of the more unusual tasks United Nations observers are called upon to perform in Cambodia.

After injuring its foot the elephant was given medical attention by a French vet, assisted by PO Terry Clark, serving with the Royal Navy contingent, and was then able to continue on its way.

Terry is pictured, above, with his recuperating jumbo-size patient and driver. (See also, page 19).



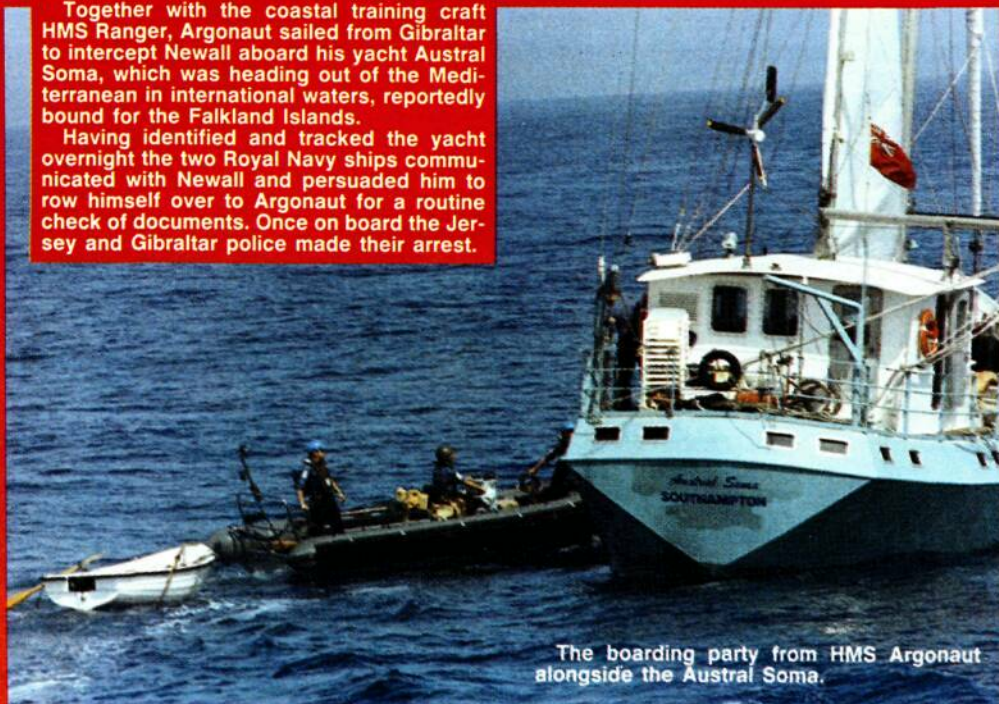
High seas arrest

WHILE alongside at Gibraltar the frigate HMS Argonaut was suddenly called upon to assist the police forces of Jersey and Gibraltar in the arrest of Mr. Roderick Newall, wanted for questioning over the disappearance of his parents in 1987.

Together with the coastal training craft HMS Ranger, Argonaut sailed from Gibraltar to intercept Newall aboard his yacht Austral Soma, which was heading out of the Mediterranean in international waters, reportedly bound for the Falkland Islands.

Having identified and tracked the yacht overnight the two Royal Navy ships communicated with Newall and persuaded him to row himself over to Argonaut for a routine check of documents. Once on board the Jersey and Gibraltar police made their arrest.

The Austral Soma was searched before a steaming crew from Argonaut took the yacht back to Gibraltar, escorted by HMS Ranger, whilst the frigate proceeded ahead to deliver Newall safely into police custody in Gibraltar, where he was held while Jersey police seek his extradition.



The boarding party from HMS Argonaut alongside the Austral Soma.

For sale — with all MOD cons?

ESTATE agents' jargon could take on a new meaning now that sale to the private sector is among options being considered by MOD for the future of the Royal dockyards at Devonport and Rosyth. Companies are being invited to register potential interest in purchasing and operating one or both of the 'yards before any decision is made.

The dockyards are currently Government owned but managed by private sector contractors. The contracts, which were placed in 1987 after competitive tendering, are due to expire in April 1994 and MOD is in process of arranging extensions of up to two years.

Sale of the 'yards is being considered as one option for ensuring the most cost effective support for the Royal Navy in future.

MOD says that response to the invitation to the private sector will show the extent of interest in industry, bringing into sharper focus the potential benefits, and any problems, private sector ownership might offer.

Should it be decided to offer the Royal dockyards for sale, invitations to tender are likely to be issued in Spring 1993. It is likely that the Government would wish to retain an overriding ownership stake in some of the facilities required for refitting nuclear-powered submarines.

Depending on the responses, received, it is possible that before the issue of any invitation to tender a decision will have been made on whether nuclear submarine refits should in future be undertaken at one 'yard only and, if so, which one.

For surface ship and non-nuclear submarine refits the intention would be to employ, to the greatest extent possible, open competition for the work.

MOD adds, "In reaching a decision on future ownership and management of the Royal dockyards, ministers will taken into account other factors as well as the responses received from industry. A final decision will be made only after consultation with interested parties, including the trade unions."

Gulf medals

● From page one

ly in Kuwait and its territorial waters and the Northern Gulf, in a defined area, between March 8 and Sept. 30, 1991.

People with less than 30 days' qualifying service towards the Gulf Medal before March 7, 1991, and who did not qualify for that medal, may count that service towards qualification for the clasp "Kuwait." There may be a gap between March 7, 1991 and deployment in Kuwait and the Northern Gulf, but each period of qualifying service must be continuous.

Award of the GSM for service in Northern Iraq and Southern Turkey, involves continuous service of 30 days of more, or three operational air sorties, in a defined area, between April 6 and July 17, 1991.

In the case of each clasp, those involved in specially hazardous operations of comparatively short duration may be considered. People who already hold the GSM will be granted the appropriate clasp only.

KUWAITI OPS

THIRTY Royal Marines embarked in the destroyer HMS Edinburgh during her deployment into the northern Gulf, are conducting training and exercises with the Kuwaiti armed forces.

The marines, from Alpha Company, 40 Commando, based near Taunton, are participating in Exercise Grey Hawk, helping to train Kuwait's newly-formed Commando Battalion and the Emiri Guards.

Exercises for the marines are now becoming a regular event following Operation Blue Falcon last May and plans for further marine deployments to Kuwait are planned for April and May next year.

Air defence

HMS Edinburgh, part of the Royal Navy's regular Armilla Patrol (her sister ships in the Gulf are HMS Chatham and RFA Brambleleaf) was meanwhile conducting naval and air defence manoeuvres with Kuwaiti naval forces.

While visiting Kuwait City, anchored at Shuwaikh port, Edinburgh was host to over 150 local children.

Sports lottery is a winner

IN ITS first year of operation, just completed, the RN and RM Sports Lottery has distributed over £230,000 in prize money, while £155,000 has been awarded by 84 grants to ships, establishments and Service sports organisations.

Covered in these grants has been a wide range of applications, including fitness and recreational equipment, assistance with sports tours and expeditions — and a donation towards purchase of a horse.

The lottery, based on weekly soccer or cricket results, remains in a healthy financial position as it helps sport and recreation ashore and afloat, while at the same time investing capital for future use — and against a background of providing attractive cash prizes. The RAF are now in process of setting up a similar scheme and the Army has expressed interest.

Membership of the Navy scheme is at present running at about 80 per cent of the target figure and when this is reached a waiting list will be established. To ensure a chance of winning now, Service personnel should submit form C58 to the Sports Lottery Manager, HMS Temeraire, Portsmouth.